

AD-A072 301

NEW YORK UNIV N Y COURANT INST OF MATHEMATICAL SCIENCES F/G 20/4  
ACCELERATION OF TRANSONIC POTENTIAL FLOW CALCULATIONS ON ARBITR--ETC(U)  
1979 A JAMESON

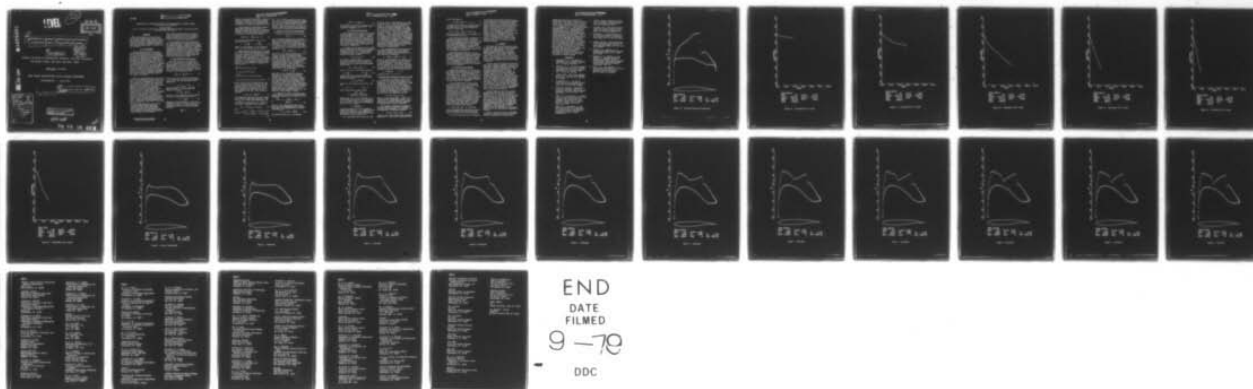
N00014-77-C-0032

NL

UNCLASSIFIED

| OF |

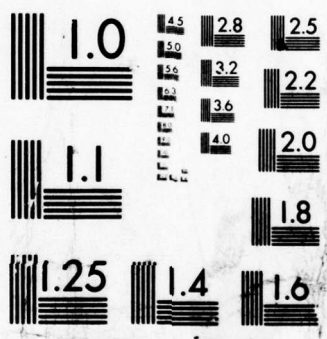
AD  
A072301



END  
DATE  
FILMED

9-79

DDC



MICROCOPY RESOLUTION TEST CHART  
NATIONAL BUREAU OF STANDARDS-1963-A

AD A072301

LEVEL

12

DDC  
RECEIVED  
AUG 6 1979  
C

6  
ACCELERATION OF TRANSONIC POTENTIAL FLOW CALCULATIONS  
ON ARBITRARY MESHES BY THE MULTIPLE GRID METHOD

10  
Antony Jameson

11-1979  
12-33p.

Courant Institute of Mathematical Sciences, New York University  
251 Mercer Street, New York, New York 10012

AIAA Paper 79-1458

AIAA FOURTH COMPUTATIONAL FLUID DYNAMICS CONFERENCE

Williamsburg - July 1979

DDC FILE COPY

Contract 15  
A072301-77-C-pp32

Accession For	
NTIS GRA&I	<input checked="" type="checkbox"/>
DDC TAB	<input type="checkbox"/>
Unannounced	<input type="checkbox"/>
Justification for this	
By	
Distribution/	
Availability Codes	
Dist	Mail and/or special
A	

This document has been approved  
for public release and sale; its  
distribution is unlimited.

099950

B

79 07 16 026

Antony Jameson  
Courant Institute of Mathematical Sciences, New York University, 251 Mercer Street  
New York, New York 10012

The paper describes a multiple grid method for transonic flow calculations. The proposed scheme incorporates a generalized alternating direction method as the smoothing algorithm. Numerical experiments with this multigrid alternating direction (MAD) method indicate that it is both fast and reliable.

The multiple grid method was first proposed by Federenko [1], who realized that it should be possible to accelerate an iterative scheme for solving difference equations by calculating corrections for the fine grid equations on a sequence of successively coarser grids. This idea was subsequently analyzed by Bakhavlov [2], and then extended and applied to a variety of problems by Brandt [3]. It has recently been proved under rather general assumptions by Nicolaides [4], and Hackbusch [5], that the number of operations required to solve the equations arising from a finite element or a finite difference approximation to an elliptic problem by a multiple grid method is directly proportional to the number of unknowns.

There is less experience of the use of multiple grid methods for nonelliptic problems. The first demonstration of the use of a multiple grid method for a transonic flow problem was by South and Brandt [6], who solved the transonic small disturbance equation for a nonlifting flow and observed a high rate of convergence. Difficulties were experienced, however, both by South and Brandt and by the present author, in the treatment of lifting flows and in calculations on nonuniform and curvilinear meshes. There was a tendency to produce an oscillating sonic line, and for the calculations to enter a variety of limit cycles between several grids. These difficulties appeared to be due to insufficient smoothing of the errors

\*This work was supported by the Office of Naval Research under Contract N00014-77-C-0032 and by NASA under Grants NSG-1579 and NGR-33-016-201. The calculations were performed at the DOE Mathematics and Computing Laboratory under Contract EY-76-C-02-3077.

In the present work the difficulties have been attacked by combining the multiple grid method with a generalized alternating direction method suitable for transonic flows as the smoothing algorithm. Numerical experiments indicate that this multigrid alternating direction (MAD) method converges rapidly and reliably for a range of cases typical of the cruising regime, up to the onset of drag rise. It appears also that the method can readily be generalized to treat three dimensional flows.

The case which will be considered is that of two dimensional transonic flow past an airfoil, using the potential flow approximation, which has been found to give useful predictions in practice for flow containing shock waves of moderate strength [8]. The potential flow equation will be treated in the conservation form

$$\frac{\partial}{\partial x} (\rho u) + \frac{\partial}{\partial y} (\rho v) = 0 \quad (1)$$

where  $x$  and  $y$  are Cartesian coordinates,  $\rho$  is the density, and the velocity components  $u$  and  $v$  are the gradient of the potential  $\phi$ ,

$$u = \phi_x, \quad v = \phi_y. \quad (2)$$

If  $q$  is the speed  $\sqrt{u^2 + v^2}$ , the local speed of sound  $a$  is determined by Bernoulli's equation

$$a^2 = a_0^2 - \frac{\gamma-1}{2} q^2 \quad (3)$$

where  $a_0$  is the stagnation speed of sound. The density follows from the relation

$$\rho \gamma^{-1} = m_a^2 a^2 \quad (4)$$

where  $M_\infty$  is the Mach number  $q/a$  of the uniform flow at infinity and  $\gamma$  is the ratio of specific heats. At the profile the potential satisfies the Neumann boundary condition

$$\frac{\partial \phi}{\partial \eta} = 0, \quad (5)$$



where  $n$  is the normal direction, and also the Kutta condition that the tangential velocity is bounded at the trailing edge. At infinity, the potential approaches the potential of a vortex in compressible flow.

In the numerical experiments reported here these equations are solved in a coordinate system generated by a conformal mapping of the domain onto the interior of a circle. Using polar coordinates  $r$  and  $\theta$  the potential flow equation becomes

$$\frac{\partial}{\partial \theta} (\rho \phi_\theta) + r \frac{\partial}{\partial r} (r \rho \phi_r) = 0 \quad (6)$$

The velocity components in the  $\theta$  and  $r$  directions are

$$u = \frac{r \phi_\theta}{H}, \quad v = \frac{r^2 \phi_r}{H} \quad (7)$$

where  $H$  is the modulus of the transformation onto the exterior of the circle.

The difference approximation is similar to schemes which have been previously used [8]. It is derived by augmenting a central difference scheme with an artificial viscosity which introduces an upwind bias throughout the supersonic zone. Using subscripts  $i, j$  to denote values at mesh points, and  $i+1/2, j+1/2$  to denote values at the midpoints of the segments connecting mesh-points, the approximation to equation (6) has the form

$$\begin{aligned} & \frac{1}{\Delta \theta^2} \{ \rho_{i+1/2, j} (\phi_{i+1, j} - \phi_{i, j}) \\ & - \rho_{i-1/2, j} (\phi_{i, j} - \phi_{i-1, j}) \} \\ & + \frac{r_j}{\Delta r^2} \{ r_{j+1/2} \rho_{i, j+1/2} (\phi_{i, j+1} - \phi_{i, j}) \\ & - r_{j-1/2} \rho_{i, j-1/2} (\phi_{i, j} - \phi_{i, j-1}) \} + T_{ij} = 0 \quad (8) \end{aligned}$$

where  $\Delta \theta$  and  $\Delta r$  are the mesh widths, and  $T_{ij}$  is the artificial viscosity. The flow in the supersonic zone is assumed to be roughly in the  $\theta$  direction and an artificial viscosity which gives a bias only in the  $\theta$  direction has been used in the experiments so far. Let  $\mu$  be a switching function

$$\mu = \max \{0, (1 - M^2/M_C^2)\} \quad (9)$$

which vanishes when the local Mach number  $M$  is below a cutoff Mach number  $M_C$ , and let  $S_{i, j}$  be a difference approximation to  $\mu(u^2/a^2)_{\theta\theta}$  at the point  $i, j$ . Then the artificial viscosity is of the form

$$T_{i, j} = P_{i+1/2, j} - P_{i-1/2, j} \quad (10)$$

where

$$P_{i+1/2, j} = \begin{cases} S_{i, j} - c S_{i-1, j} & \text{if } u_{i+1/2, j} > 0 \\ S_{i+1, j} - c S_{i+2, j} & \text{if } u_{i+1/2, j} < 0 \end{cases} \quad (11)$$

and  $c$  is a parameter controlling the accuracy. If  $c = 0$  the added terms are of order  $\Delta \theta$ , yielding a first order accurate scheme, and if  $c = 1$  the added terms are of order  $\Delta \theta^2$ , yielding a second order accurate scheme. The cutoff value  $M_C^2 = 0.9$  has been found to result in reliable convergence of the multigrid alternating direction scheme.

### 3. Review of the Multiple Grid Method

Consider the solution of the equation

$$L^h u = f \quad (12)$$

by a relaxation method, where  $L^h$  approximates a linear differential operator  $L$  on a grid with a spacing proportional to the parameter  $h$ . Let  $U$  be an approximation to the solution, and let  $V$  be the correction to  $U$  such that  $U + V$  satisfies (12). Then the basis of the multiple grid method is to replace (12) by

$$L^{2h} V + I_h^{2h} L^h U = f \quad (13)$$

where  $L^{2h}$  is the same approximation to  $L$  on a grid in which the spacing has been doubled, and  $I_h^{2h}$  is an operator which transfers to each grid point of the coarse grid the residual  $L^h U - f$  of the coincident point of the fine mesh, or alternatively a weighted average of the residuals at neighboring points. After solution of (13), the approximation on the fine grid is updated by interpolating the correction calculated on the coarse grid to the fine grid, so that  $U$  is replaced by

$$U^{\text{new}} = U + I_{2h}^h V \quad (14)$$

where  $I_{2h}^h$  is an interpolation operator. Equation (13) can in turn be solved by introducing an approximation on a yet coarser grid, so that a multiple sequence of grids may be used, leading to a rapid solution procedure for two reasons. First, the number of operations required for a relaxation sweep on one of the coarse grids is much smaller than the number required on the fine grid. Second, the rate of convergence is faster on a coarse grid, reflecting the fact that corrections can be propagated from one end of the grid to the other in a small number of steps.

To extend this idea to nonlinear equations, equation (13) may be reorganized by adding and subtracting the current solution  $U$  to give

$$\begin{aligned} L^{2h}(U + V) + I_h^{2h} L^h U - L^{2h} U &= f \\ \text{or} \quad L^{2h} \bar{U} &= \bar{f} \end{aligned} \quad (15)$$

where  $\bar{U}$  is the improved estimate of the solution to be determined on the coarse grid, and  $\bar{f}$  is an appropriately modified right-hand side,

$$\bar{f} = f + L^{2h} U - I_h^{2h} L^h U \quad (16)$$

The updating formula (14) now becomes

$$U^{new} = U + \frac{1}{2h}(\bar{U} - U) \quad (17)$$

This avoids the need to introduce a special perturbation operator to represent the correction equation (13).

#### 4. Smoothing Algorithms

The success of the multiple grid method generally depends on the use of a relaxation algorithm which rapidly reduces the high frequency components of error on any given grid, because on a coarser grid these components cannot be distinguished from low frequency components. This aliasing process will cause improper corrections to be computed on coarse grids, and can prevent convergence.

It turns out that point and line relaxation schemes do not necessarily provide the required smoothing of all high frequency components of error on a nonuniform or curvilinear mesh. To illustrate this consider the model problem

$$a\phi_{xx} + b\phi_{yy} = 0 \quad (18)$$

with positive coefficients  $a > 0$ ,  $b > 0$ . Let  $\delta_x^2$  and  $\delta_y^2$  denote second difference operators in the x and y directions, and suppose that the difference approximation has the form

$$L\phi \equiv (A\delta_x^2 + B\delta_y^2)\phi = 0 \quad (19)$$

where if  $\Delta x$  and  $\Delta y$  are the mesh widths,

$$A = \frac{a}{\Delta x^2}, \quad B = \frac{b}{\Delta y^2} \quad (20)$$

Assuming periodic boundary conditions suppose that the solution after n iterations has the form

$$\phi = G^n e^{ipx} e^{iqy} \quad (21)$$

where G is the amplification factor, and let

$$p \Delta x = \xi, \quad q \Delta y = \eta$$

Then a Gauss Seidel scheme yields

$$G = \frac{Ae^{i\xi} + Be^{i\eta}}{A(2 - e^{-i\xi}) + B(2 - e^{-i\eta})}$$

Suppose that  $\Delta x$ ,  $\Delta y$  are such that  $A \gg B$  and consider the case of a high frequency in the y direction and a low frequency in the x direction, which may be represented by  $\xi = 0$ ,  $\eta = \pi$ . Then

$$G = \frac{A - B}{A + 3B} \sim 1.$$

A similar analysis of a line relaxation scheme shows that if  $A \gg B$  effective damping of high frequency error components requires the use of a scheme solving along the lines in the x direction [6].

On a nonuniform grid A and B may vary

widely so that in some regions  $A \gg B$  and in others  $B \gg A$ . This has led South and Brandt to use multiple line relaxation sweeps in different directions [7]. An alternative approach proposed by Arlinger [9] is to use auxiliary grids constructed by increasing the mesh width in one direction only while the line relaxation scheme is applied to the lines in the other direction. This method has been tested by the present writer and found to give a useful acceleration of the rate of convergence of transonic flow calculations. Its potential efficiency, however, is less than that of a full multigrid scheme in which the mesh width is increased in both directions, because the coarse grids contain more mesh points when the mesh width is only increased in one direction.

It is proposed here to use an alternating direction method as the smoothing algorithm. Consider the model equation (18) and suppose that the correction  $\delta\phi$  is calculated by the equation

$$(\alpha - A\delta_x^2)(\alpha - B\delta_y^2)\delta\phi = \omega L\phi \quad (22)$$

where  $\alpha$  is a parameter to be chosen,  $\omega$  is an overrelaxation factor, and the residual  $L\phi$  is calculated using the result of the previous iteration. (The usual Peaceman Rachford scheme [10] is obtained by setting  $\omega = 2$ .) Then on inserting a trial solution of the form (21) it is found that all high frequency components are rapidly damped if

$$\alpha \sim 4 \min(A, B), \quad \omega \sim 1.5$$

(assuming that  $A > 0$ ,  $B > 0$ ).

#### 5. Generalized Alternating Direction Scheme

In the case of transonic flow we have to allow for a change from elliptic to hyperbolic type as the flow becomes locally supersonic. In the model problem (18) this corresponds to one of the coefficients, a say, becoming negative. The classical alternating direction scheme (22) then has the disadvantage that if one regards the iterations as representing time steps  $\Delta t$  in an artificial time direction  $t$  [11], it simulates the time dependent equation

$$\alpha \Delta t \phi_t = a \phi_{xx} + b \phi_{yy}$$

When  $a < 0$  and Cauchy data is given at  $x=0$ , corresponding to supersonic inflow, this leads to an ill posed problem which admits oscillatory solutions which are undamped in time and grow in the x direction.

The following generalized alternating direction scheme is therefore proposed. Let the scalar parameter  $\alpha$  in equation (22) be replaced by a difference operator

$$S \equiv \alpha_0 + \alpha_1 \delta_x^- + \alpha_2 \delta_y^- \quad (23)$$

where  $\delta_x^-$  and  $\delta_y^-$  denote one sided difference operators in the x and y directions. This



yields the scheme

$$(S - A\delta_x^2)(S - B\delta_y^2)\delta\phi = \omega S L \phi \quad (24)$$

in which the residual  $L\phi$  is differenced by the operator  $S$ . The corresponding time dependent equation is now a hyperbolic equation of the form

$$B_0\phi_t + B_1\phi_{xt} + B_2\phi_{yt} = a\phi_{xx} + b\phi_{yy}$$

where the coefficients  $B_0, B_1, B_2$  depend on the parameters  $a_0, a_1, a_2$ .

The artificial viscosity introduced in Section 2 is equivalent to a switch to upwind differencing in the  $x$  direction as was first proposed by Murman and Cole [12], and in the implementation of the scheme the difference operator  $\delta_x^2$  in the first factor is correspondingly replaced by an upwind difference operator when  $A < 0$ , and the direction of the one sided operator  $\delta_x$  in  $S$  is chosen to be upwind.

The generalized scheme (24) can be related to previously proposed alternating direction methods for transonic flows [13, 14] by appropriate specialization of the parameters. For example, the AF2 scheme proposed by Ballhaus, Jameson and Albert [13], corresponds to the choice  $a_0 = 0$ ,  $a_2 = 0$ , followed by an integration in the  $x^2$  direction which eliminates the differencing of the residual.

#### 6. Multiple Grid Strategy

Theoretical estimates of the rate of convergence attainable by the use of multiple grids have been obtained for recursive strategies [4,5]. South and Brandt [6] used an adaptive strategy, with transitions to a coarser grid if the rate of convergence becomes too low on a particular grid, or to a finer grid if the average residual has been sufficiently reduced.

In the present work a simple fixed strategy has been found to be effective. Each cycle begins on the fine grid. The alternating direction iteration is performed once on each grid until the coarsest grid is reached. Then it is performed once on each grid going back up to the second finest grid, and the cycle terminates with the interpolation of the correction from the second finest grid to the fine grid. It is convenient to measure the work in units representing the work required to perform one iteration of the alternating direction scheme on the fine grid. Since each grid has  $1/4$  as many cells as the next finer grid, the work required to perform each cycle is

$$1 + 2\left(\frac{1}{4} + \frac{1}{16} + \frac{1}{64} \dots\right) \leq 1\frac{2}{3} \text{ units,}$$

plus the overhead of computing and transmitting residuals from one grid to the next, and interpolating the corrections.

It is the usual practice to accelerate

the alternating direction scheme (22) by using a sequence of values of the parameter  $\alpha$  designed to give rapid damping of the error components in a series of frequency bands. The multigrid alternating direction method economizes the work required by passing to the coarse grids to treat the error components in the low frequency bands. If a sequence of 6 parameters were used to treat 6 frequency bands, for example, the work required to complete one cycle through the parameters would be 6 units, whereas the work required to perform the alternating direction iterations of a multigrid cycle with 6 grids would be less than  $1\frac{2}{3}$  units with the present strategy.

#### 7. Results

The efficiency of the multigrid alternating direction method has been confirmed by numerical experiments. Some typical results are presented here. All the examples were calculated on a circular domain generated by conformal mapping of the profile to a unit circle, with 192 cells in the  $\theta$  and 32 cells in the  $r$  direction on the fine grid. Up to 6 grids were used, giving a coarse grid with as few as 6 cells in the  $\theta$  direction and 1 cell in the  $r$  direction.

Figure 1 shows the observed convergence rate using different numbers of grids for a case with a shock of moderate strength, the flow past an NACA 64A410 airfoil at Mach 0.720 and an angle of attack of  $0^\circ$ . The pressure distribution of the fully converged result is shown in Figure 1a. Figures 1b-1g show the logarithm of the average absolute value of the residual plotted against the work, measured by the equivalent number of iterations on the fine grid. The convergence rate, measured as the mean reduction in the average residual per unit of work, is also indicated under each graph. It can be seen that the rate of convergence was improved from 0.9840 to 0.6677 as the number of grids was increased from 1 to 5, while no further improvement was realized with 6 grids. (In subsonic flow it pays to use 6 grids.)

Figure 2 shows a case with a fairly strong shock, the flow past an NACA 0012 airfoil at Mach 0.750 and an angle of attack of  $2^\circ$ . In this case the calculation converges rapidly after an initial hesitation. A study of plots of the pressure distribution after each cycle shows that the formation of the shock is accompanied by the appearance ahead of the shock of a temporary overshoot which is subsequently suppressed. The first order accurate scheme obtained by setting  $\epsilon = 1$  in equation (11) was used both in this calculation and in the calculations displayed in Figure 1.

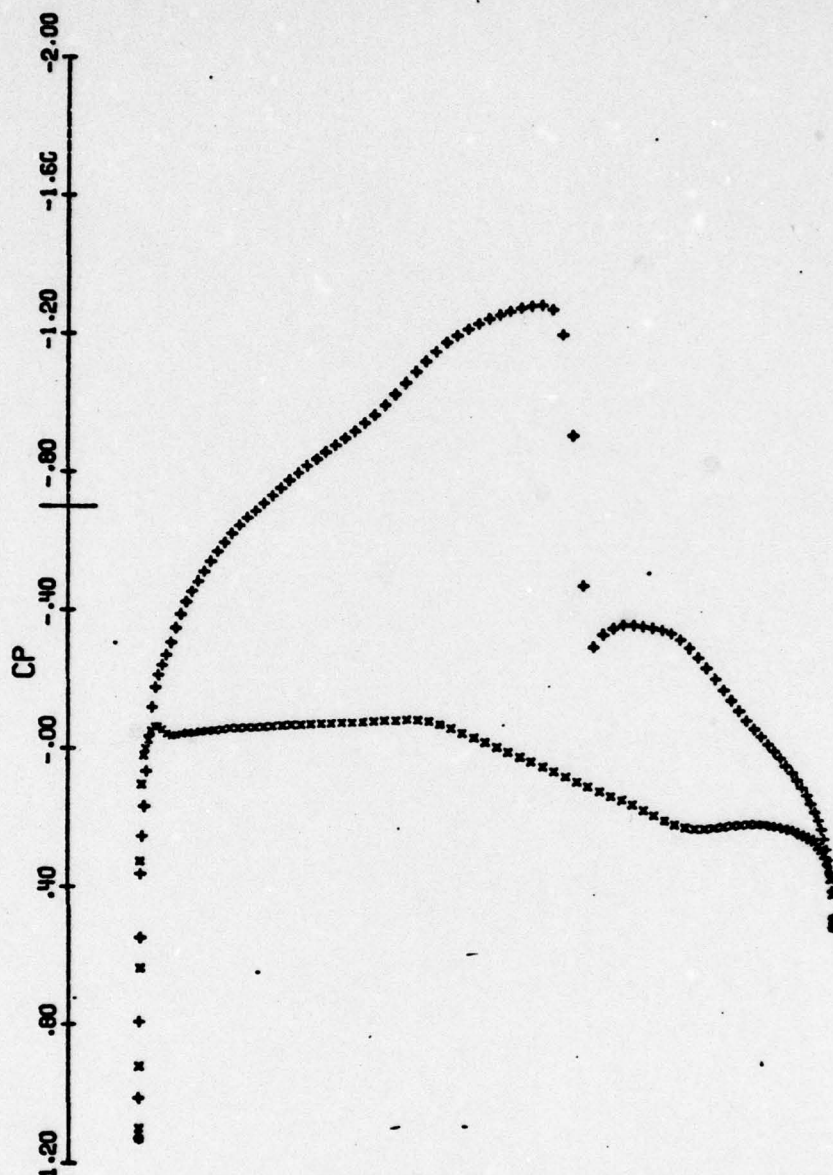
Figure 3 shows the initial convergence history of the calculation of a flow containing two shocks, to illustrate the

speed with which the flow pattern is established. The case is that of a Korn airfoil at a Mach number slightly below its design point, calculated with the second order accurate scheme obtained by setting  $\epsilon = 1$  in equation (11). (The forward shock was suppressed when the calculation was repeated with  $\epsilon = 0$ ). The potential of incompressible flow generated by the conformal mapping was used to start the calculation, yielding the pressure distribution displayed in Figure 3(a). The subsequent plots show the pressure distribution after completing the iteration on the fine grid and before entering the multigrid loop of each cycle. At the beginning of the 10th cycle the calculation is essentially complete. The lift and drag coefficients  $CL = 0.5998$  and  $CD = 0.0003$  are identical to the values obtained when this calculation was continued for 50 cycles. It appears that it should generally be possible to calculate the flows likely to be encountered in subsonic cruising flight with about 10 cycles of the multigrid alternating direction scheme.

#### References

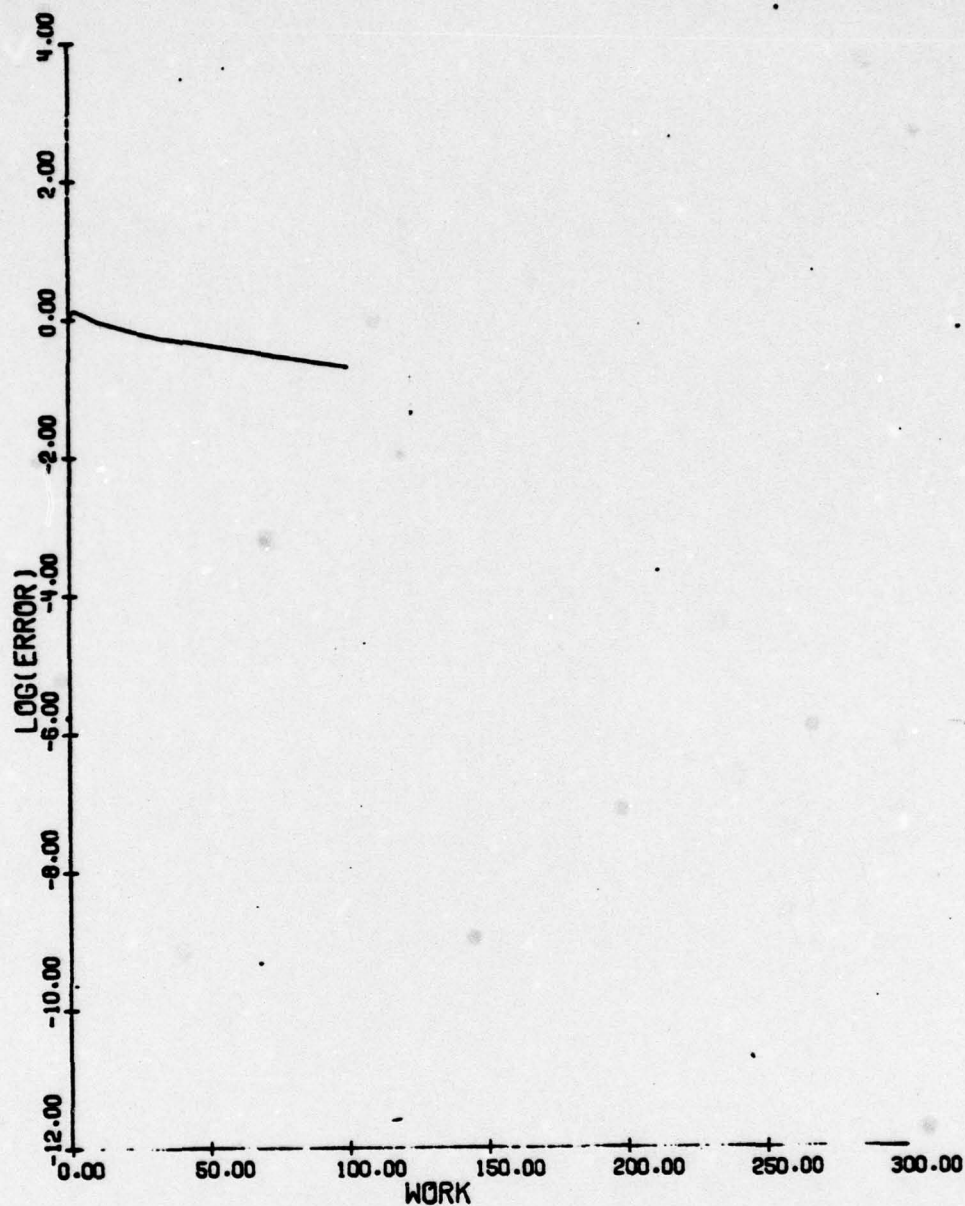
1. Federenko, R. P.: The speed of convergence of one iterative process, USSR Comp. Math. and Math. Phys., Vol. 4, 1964, pp. 227-235.
2. Bakhvalov, N. S.: On the convergence of a relaxation method with natural constraints on the elliptic operator, USSR Comp. Math. and Math. Phys., Vol. 6, 1966, pp. 101-135.
3. Brandt, Achi: Multi-level adaptive solution to boundary value problems, Math. Comp., Vol. 31, 1977, pp. 333-391.
4. Nicholaides, R. A.: On the  $l^2$  convergence of an algorithm for solving finite element systems, Math. Comp., Vol. 31, 1977, pp. 892-906.
5. Hackbusch, Wolfgang: Convergence of multi-grid iterations applied to difference equations, Köln University Mathematics Institute Report 79-5, April 1979.
6. South, J. C., and Brandt, A.: Application of a multi-level grid method to transonic flow calculations, in Transonic Flow Problems in Turbo-machinery, edited by T. C. Adamson and M. F. Platzler, Hemisphere, Washington, 1977.
7. South, J. C., and Brandt, A.: The multi-grid method: fast relaxation for transonic flows, presentation at 13th Annual Meeting of Society of Engineering Science, Hampton, November 1976.
8. Jameson, Antony: Numerical computation of transonic flows with shock waves, Symposium Transonicum II, Göttingen, September 1975.
9. Arlinger, Bert: Multigrid technique applied to lifting transonic flow using full potential equation, SAAB Report L-0-1 B439, December 1978.
10. Peaceman, D. W., and Rachford, H. H.: The numerical solution of parabolic and elliptic differential equations, SIAM Journal Vol. 3, 1955, pp. 28-41.
11. Jameson, Antony: Iterative solution of transonic flows over airfoils and wings, including flows at Mach 1, Comm. Pure Appl. Math., Vol. 27, 1974, pp. 283-309.
12. Murman, E. M., and Cole, J. D.: Calculation of plane steady transonic flows, AIAA Journal, Vol. 9, 1971, pp. 114-121.
13. Ballhaus, W. F., Jameson, A., and Albert, J.: Implicit approximate factorization schemes for the efficient solution of steady transonic flow problems. Third AIAA Computational Fluid Dynamics Conference, Albuquerque, June 1977.
14. Holst, T. L., and Ballhaus, W. F.: Fast conservative schemes for the full potential equation applied to transonic flows, AIAA Journal, Vol. 17, 1979, pp. 145-152.





NACA 64A410  
 MACH .720      ALPHA 0.000  
 CL .6667      CD .0030      CM -.1478  
 GRID 192X32      NCYC 29      RES .323E-12

Figure 1a. Converged pressure distribution.



NACA 64A410			
MACH	.720	ALPHA	0.000
RESID1	.720E-04	RESID2	.144E-04
WORK	100.00	RATE	.9840
GRID	192X32		

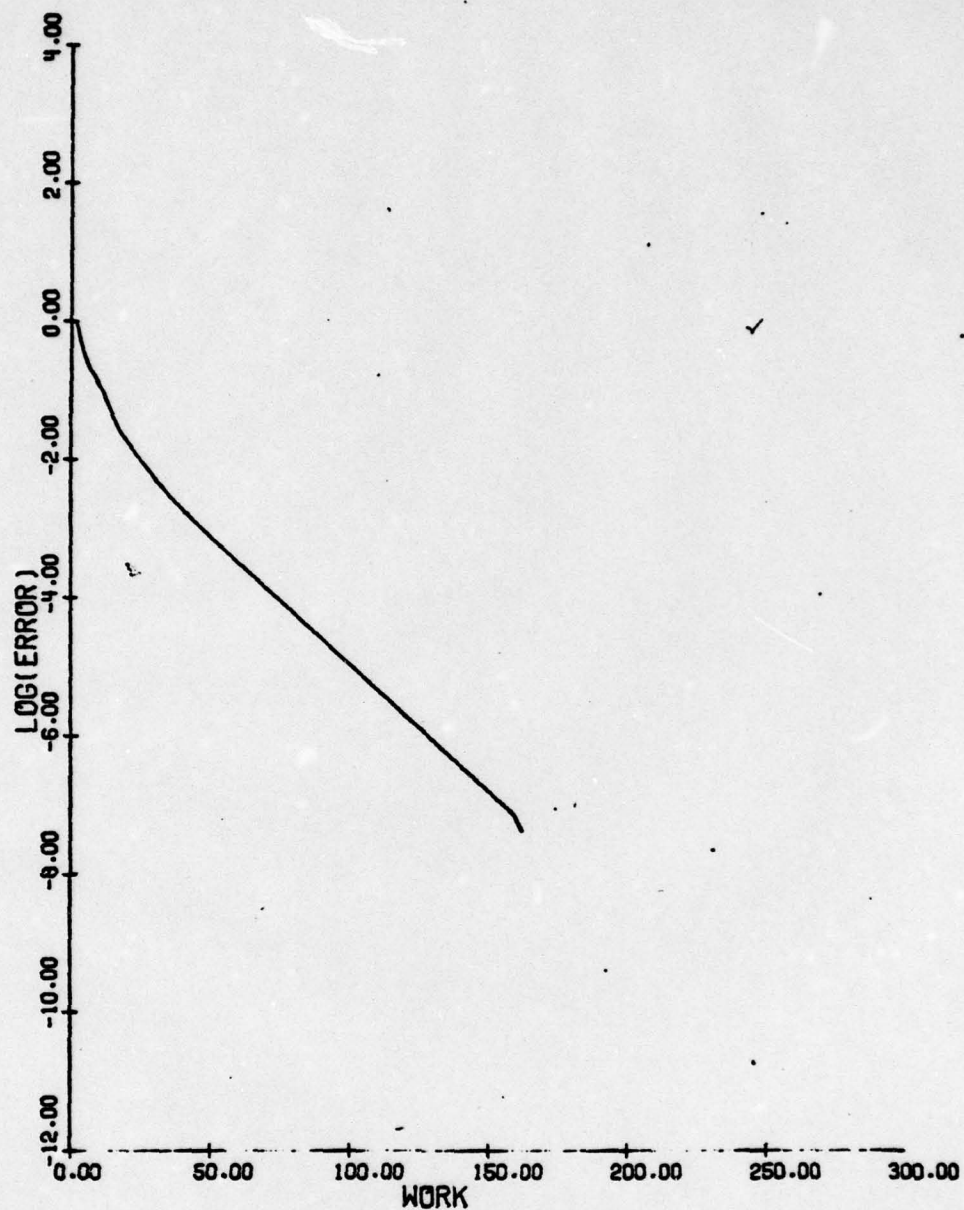
Figure 1b. Convergence with 1 grid.



NACA 64A410			
MACH	.720	ALPHA	0.000
RESID1	.720E-04	RESID2	.780E-07
WORK	149.50	RATE	.9554
GRID	192X32		

Figure 1c. Convergence with 2 grids.

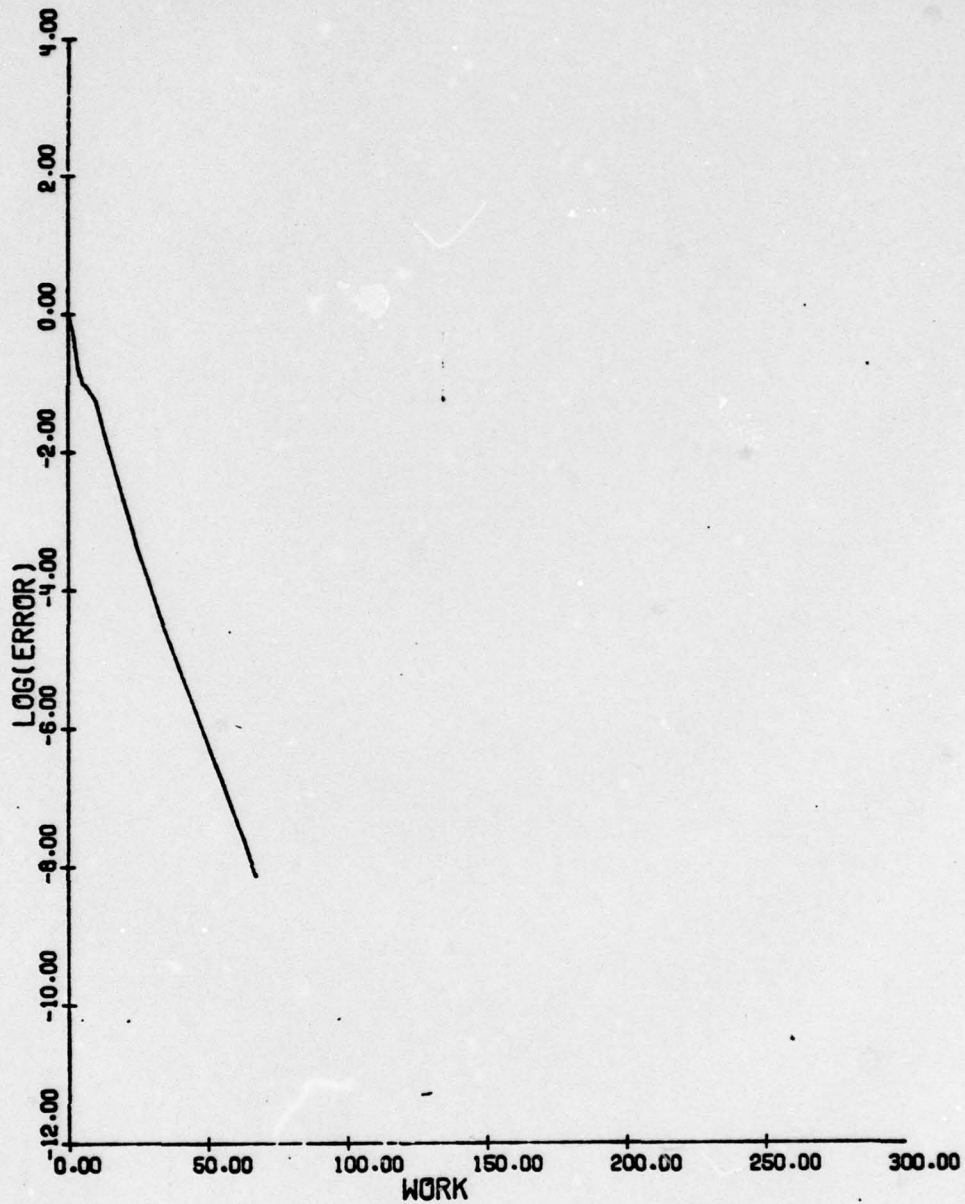




NACA 64A410			
MACH	.720	ALPHA	0.000
RESID1	.720E-04	RESID2	.308E-11
WORK	161.88	RATE	.9005
GRID	192X32		

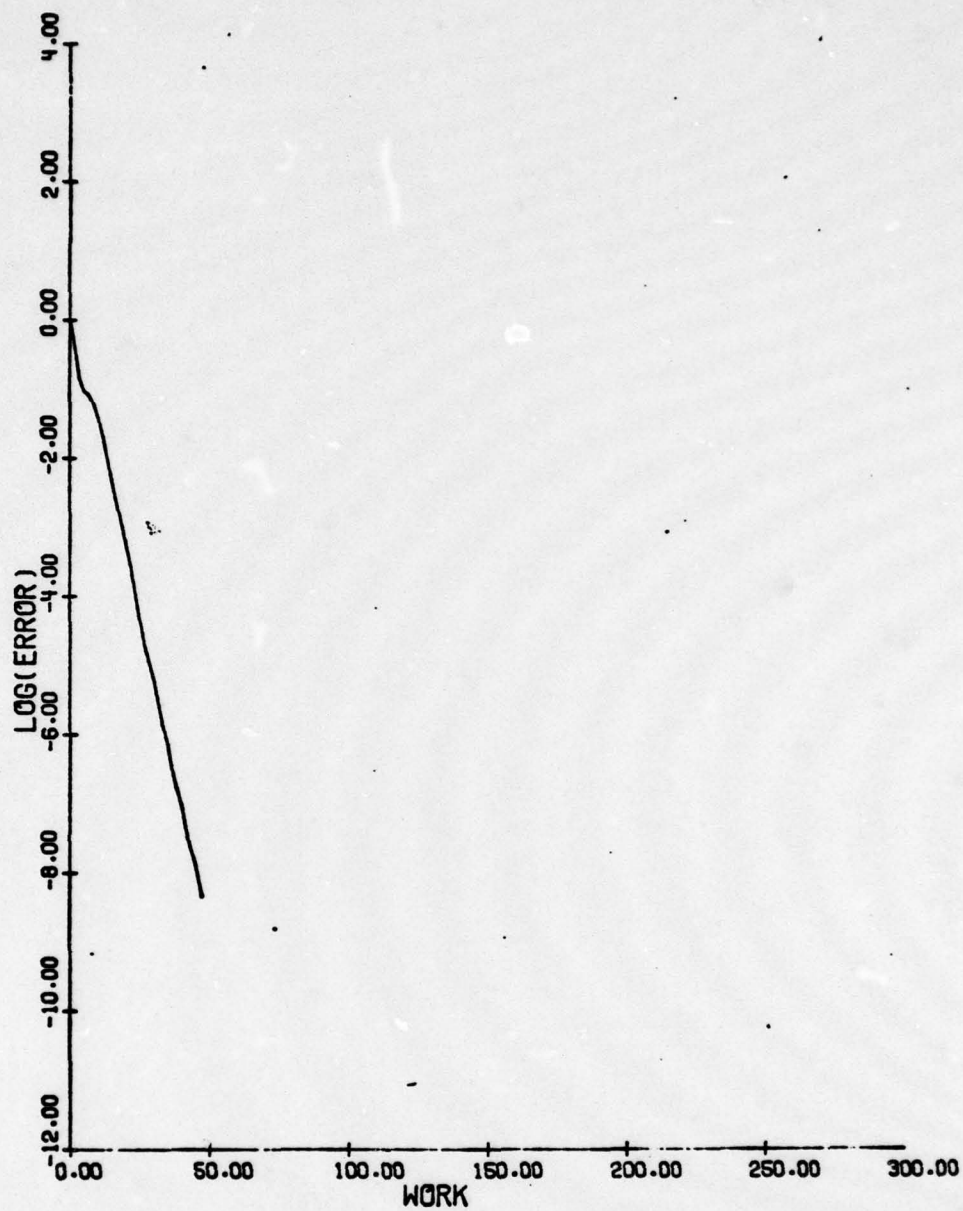
Figure 1d. Convergence with 3 grids.





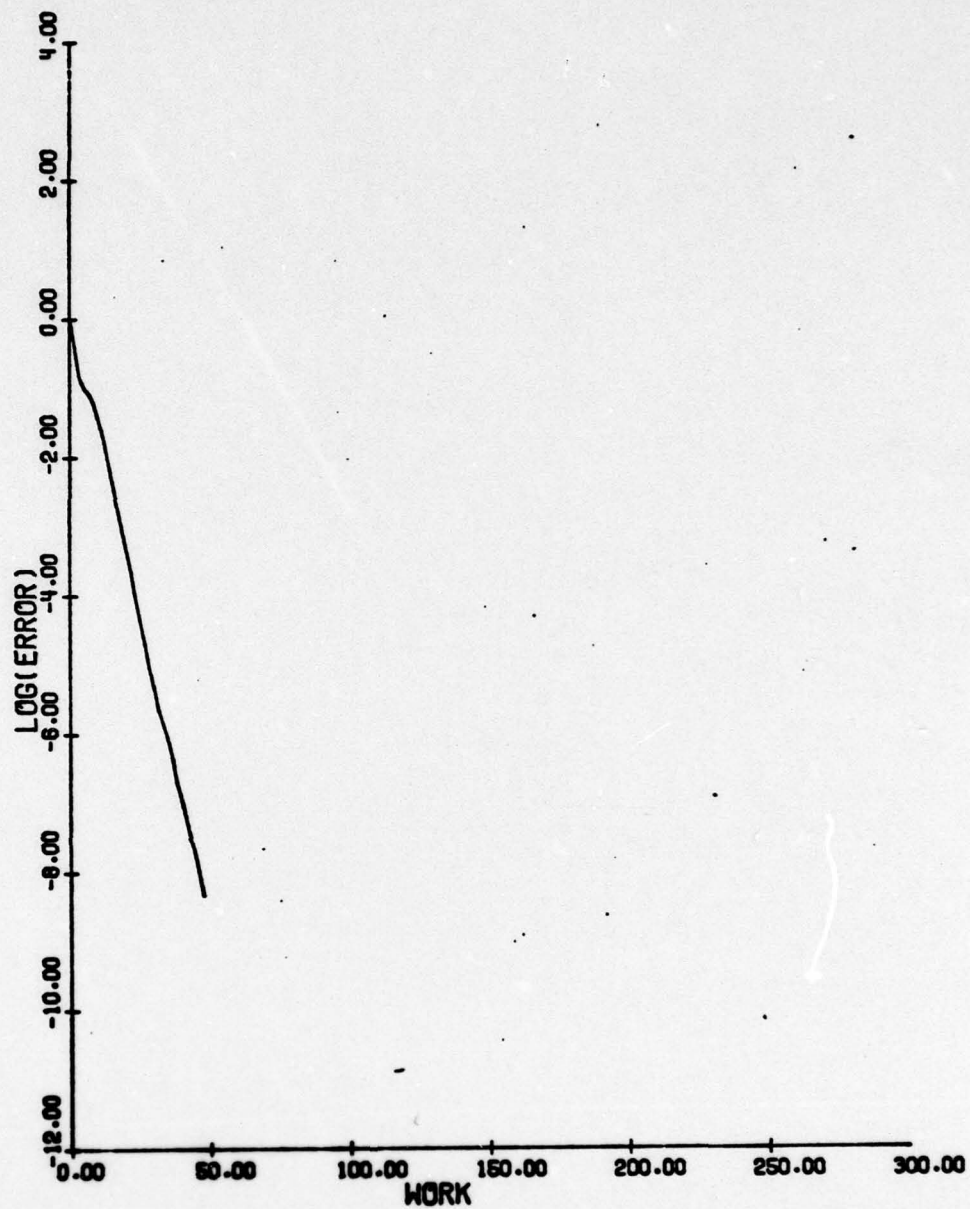
NACA 64A410			
MACH	.720	ALPHA	0.000
RESID1	.720E-04	RESID2	.522E-12
WORK	67.25	RATE	.7568
GRID	192X32		

Figure 1e. Convergence with 4 grids.



NACA 64A410			
MACH	.720	ALPHA	0.000
RESID1	.720E-04	RESID2	.323E-12
WORK	47.59	RATE	.6677
GRID	192X32		

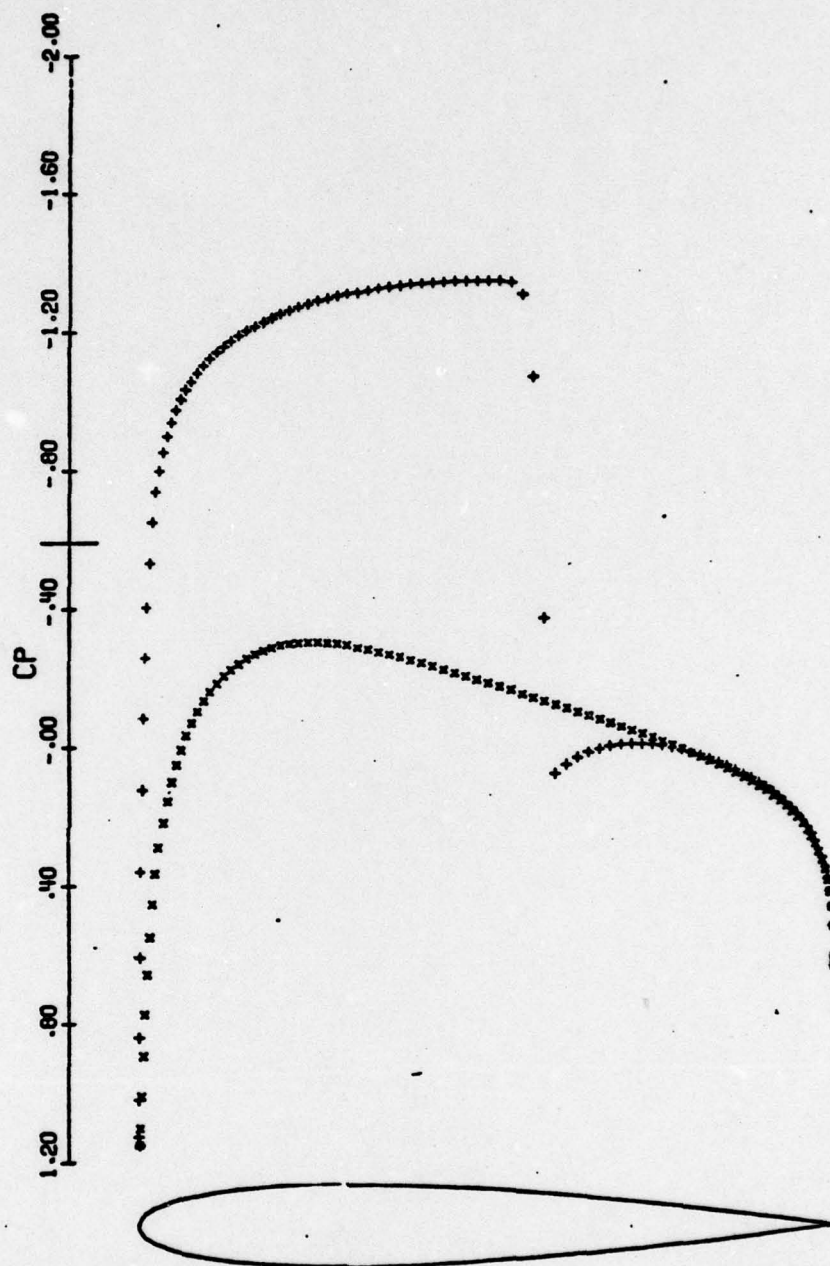
Figure 1f. Convergence with 5 grids.



NACA 64A410			
MACH	.720	ALPHA	0.000
RESID1	.720E-04	RESID2	.341E-12
WORK	47.65	RATE	.6688
GRID	192X32		

Figure 1g. Convergence with 6 grids.

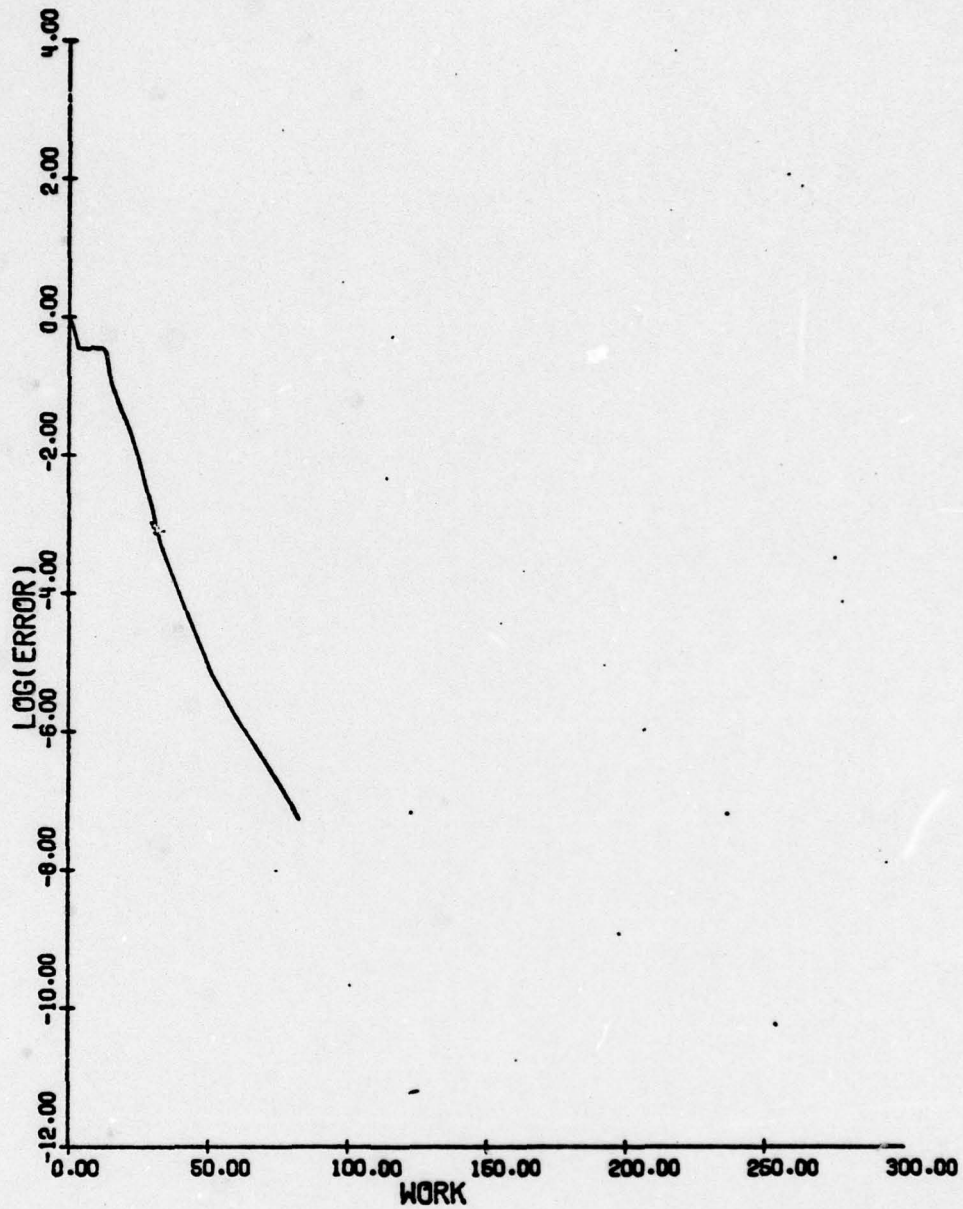




NACA 0012			
MACH	.750	ALPHA	2.000
CL	.5878	CD	.0182
GRID	192X32	NCYC	50
		CM	-.0253
		RES	.493E-11

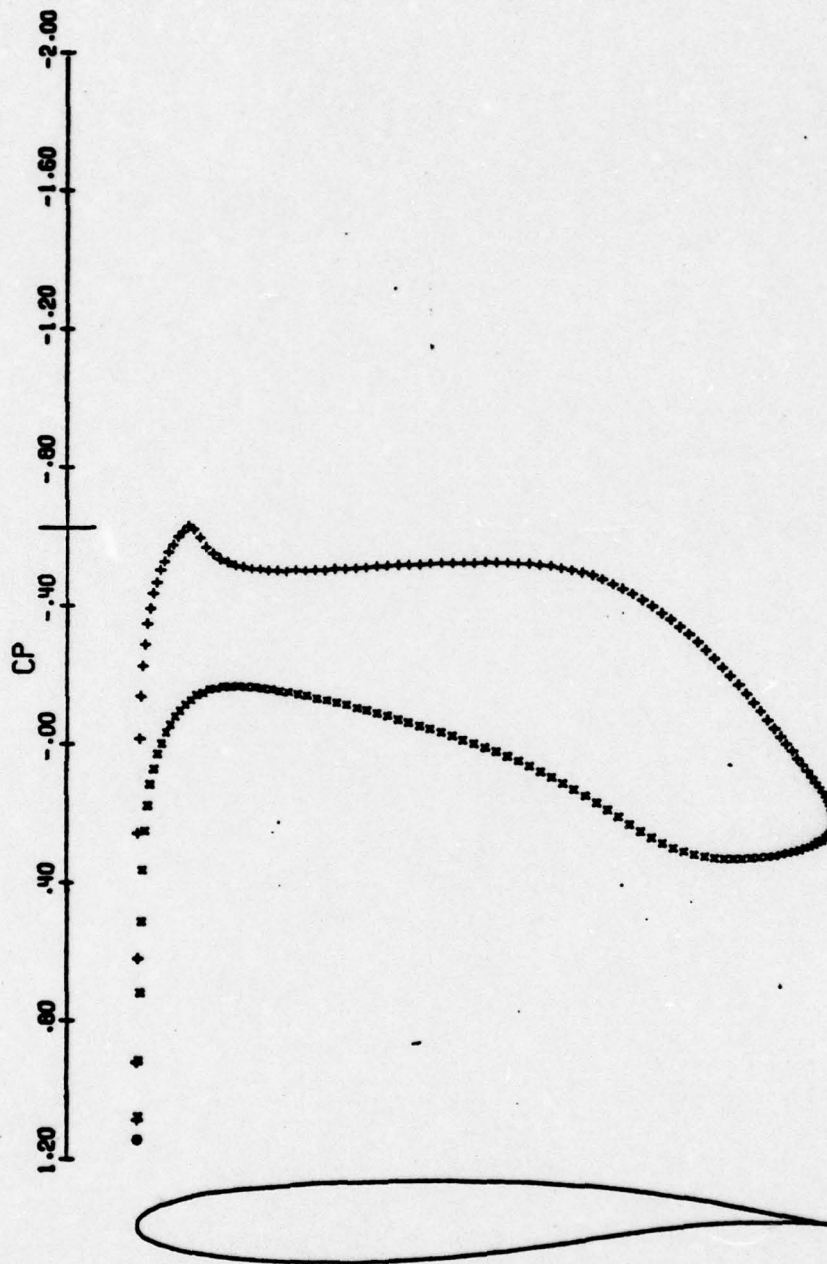
Figure 2a. Converged pressure distribution.





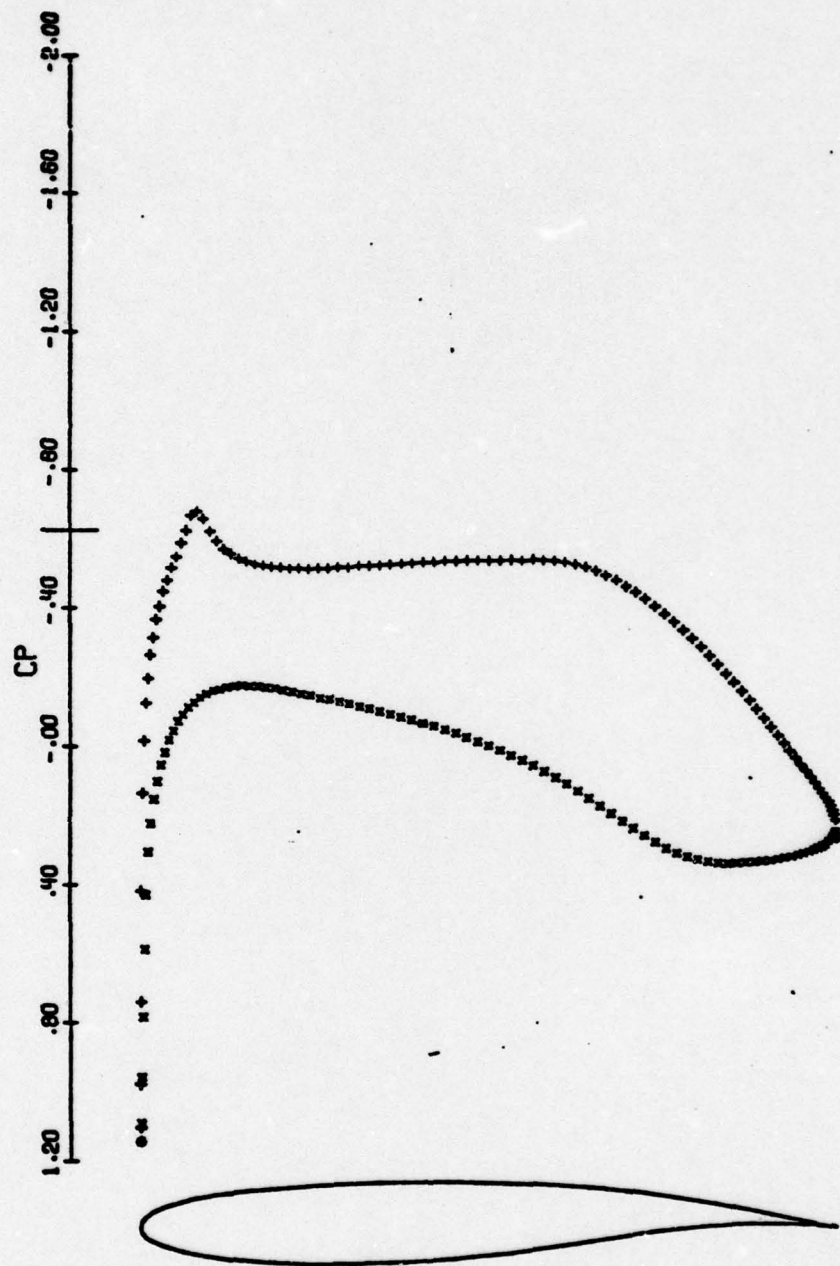
NACA 0012			
MACH	.750	ALPHA	2.000
RESID1	.916E-04	RESID2	.493E-11
WORK	82.54	RATE	.8165
GRID	192X32		

Figure 2b. Convergence with 5 grids.



KORN AIRFOIL			
MACH	.740	ALPHA	0.000
CL	.4833	CD	.0010
GRID	192X32	NCYC	0
		CM	-.1257
		RES	.838E-04

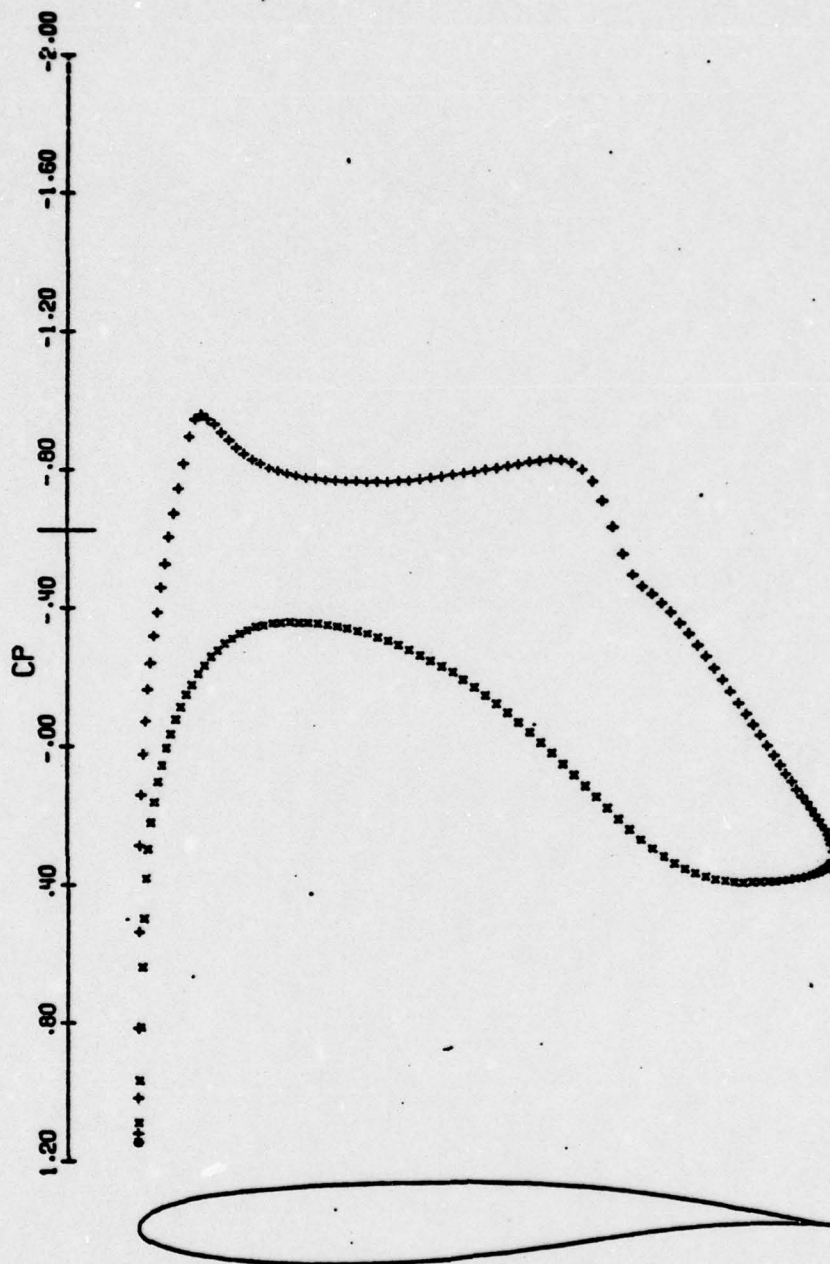
Figure 3. Movie of Convergence



KORN AIRFOIL			
MACH	.740	ALPHA	0.000
CL	.4880	CD	.0041
GRID	192X32	NCYC	1
		CM	-.1265
		RES	.107E-03

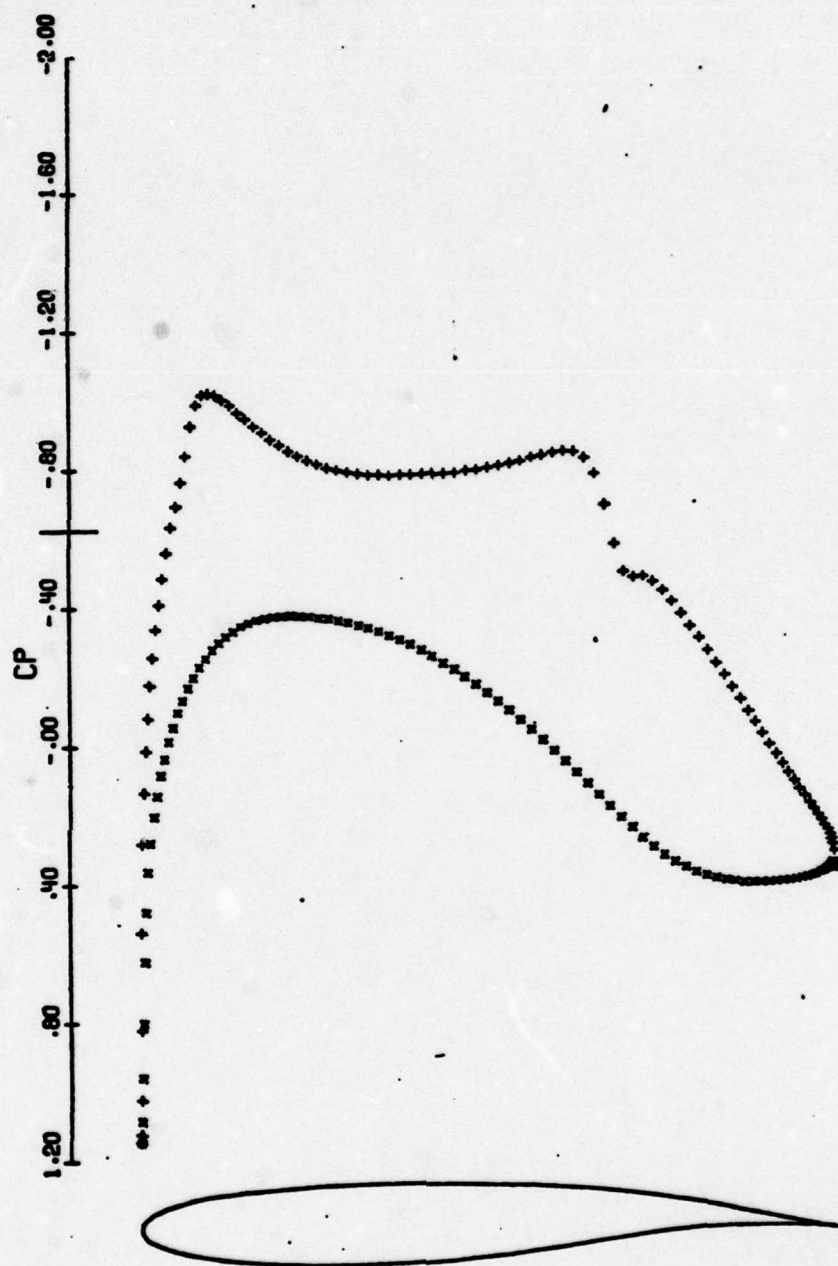
Figure 3. Continued.





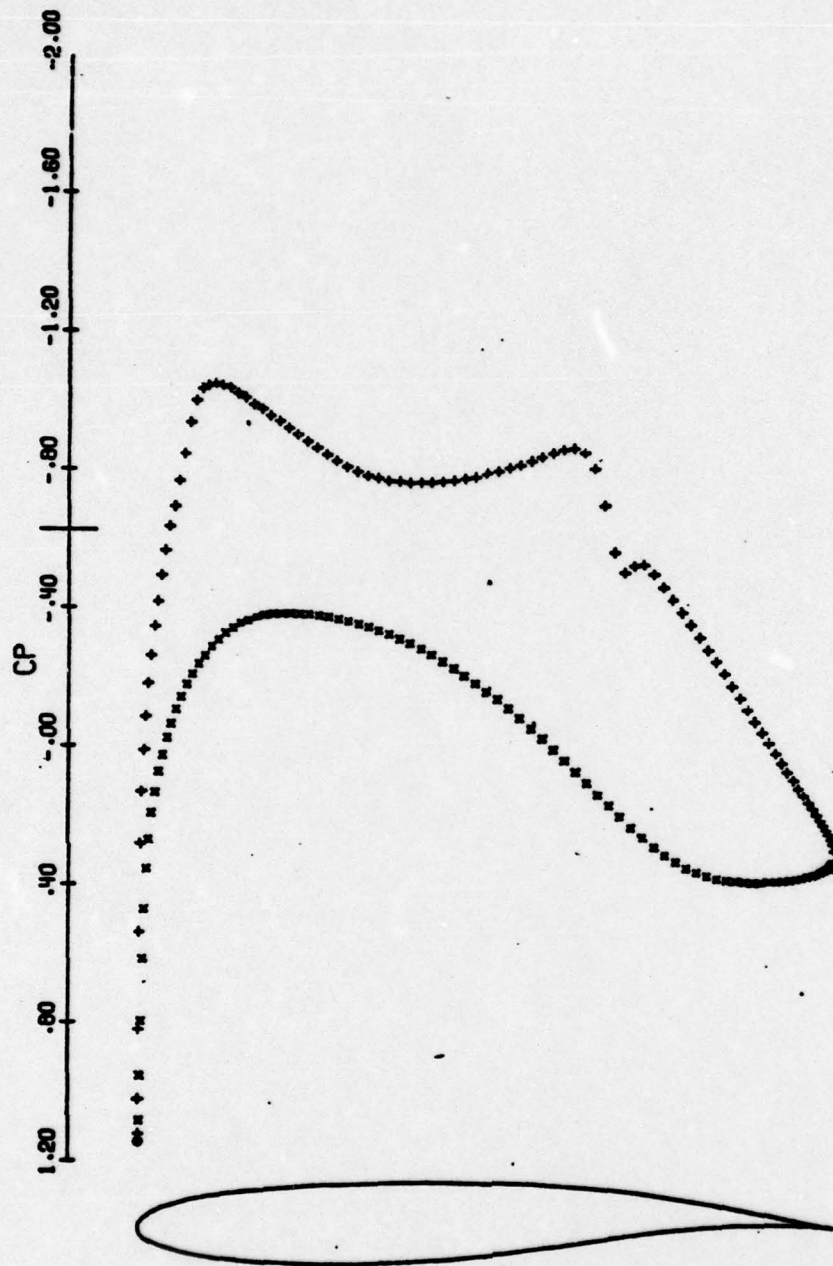
KORN AIRFOIL			
MACH	.740	ALPHA	0.000
CL	.5755	CD	.0033
GRID	192X32	NCYC	2
		CM	-.1428
		RES	.283E-04

Figure 3. Continued.



KORN AIRFOIL			
MACH	.740	ALPHA	0.000
CL	.5902	CD	.0013
GRID	192X32	NCYC	3
		CM	-.1437
		RES	.751E-05

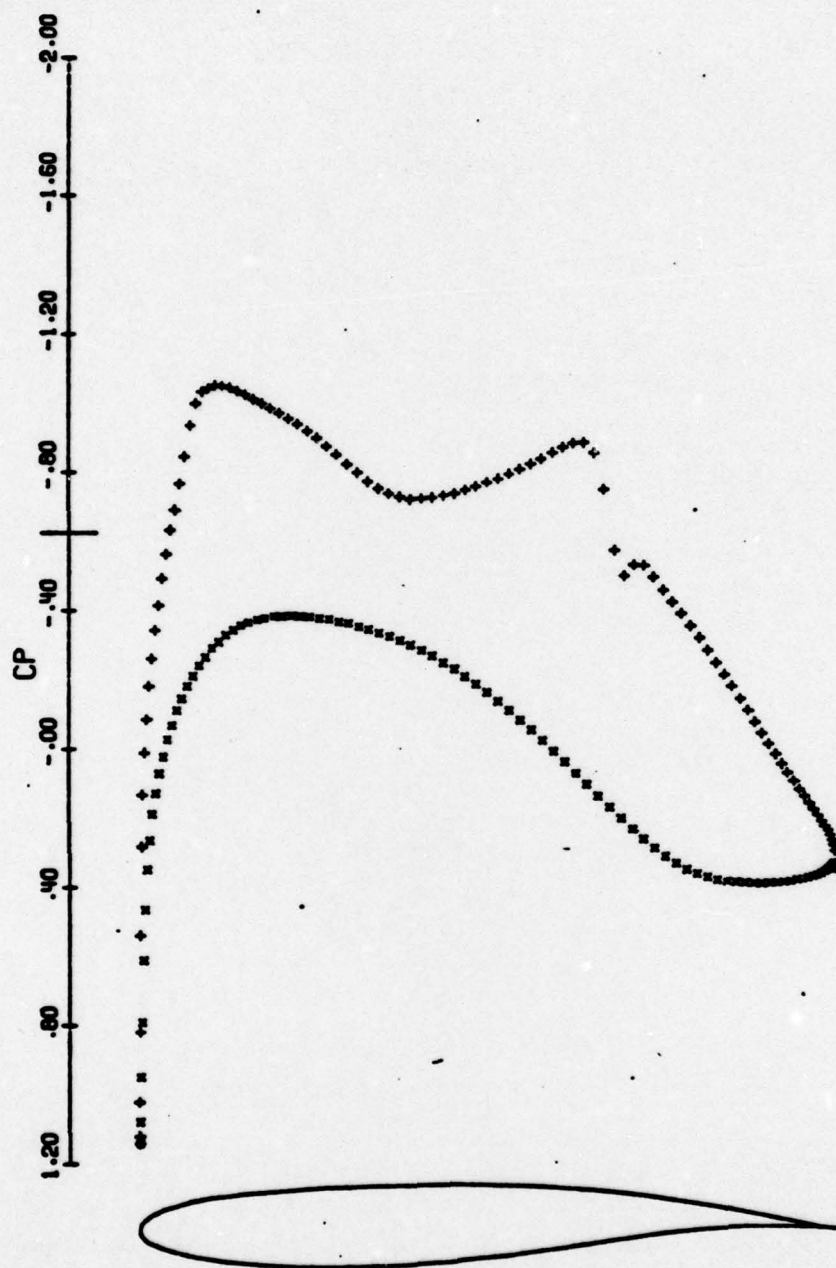
Figure 3. Continued.



KORN AIRFOIL			
MACH	.740	ALPHA	0.000
CL	.5950	CD	.0005
GRID	192X32	NCYC	4
		CM	-.1430
		RES	.440E-05

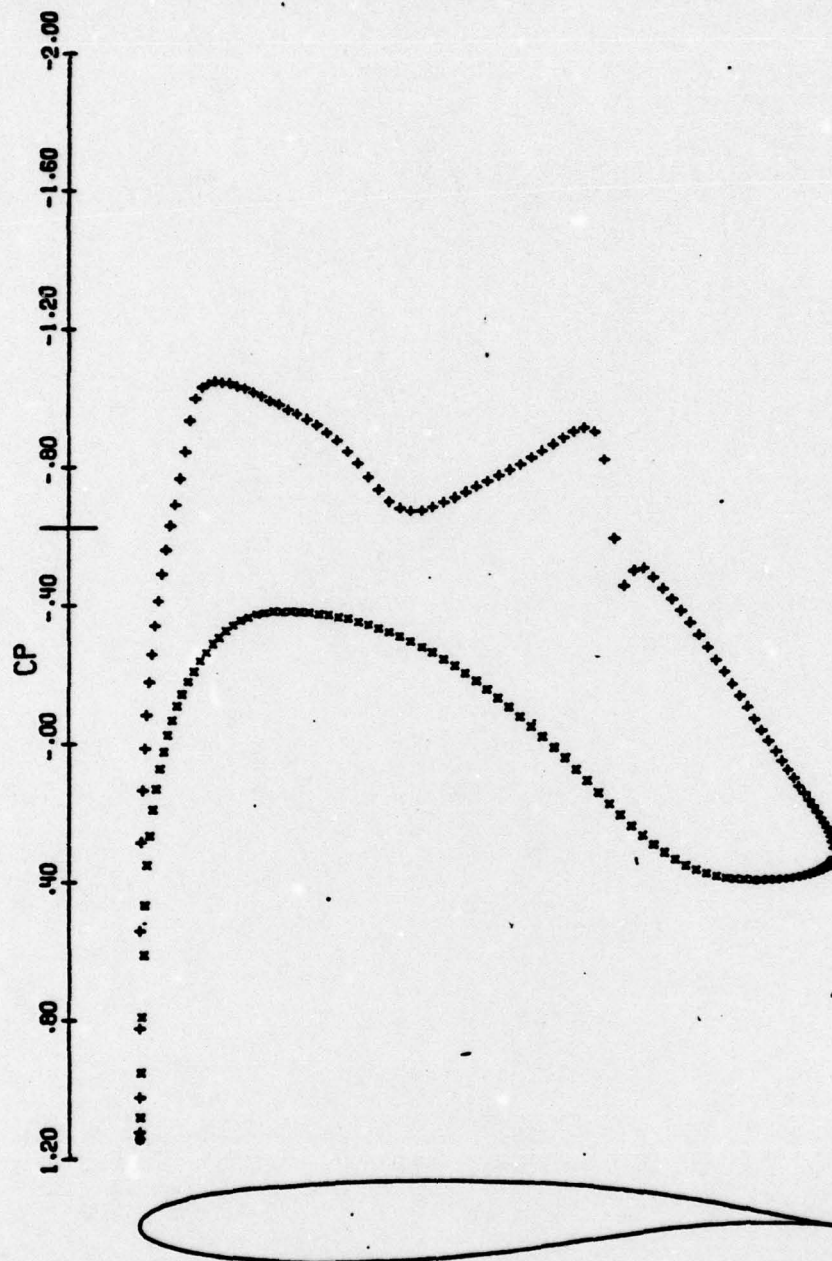
Figure 3. Continued.





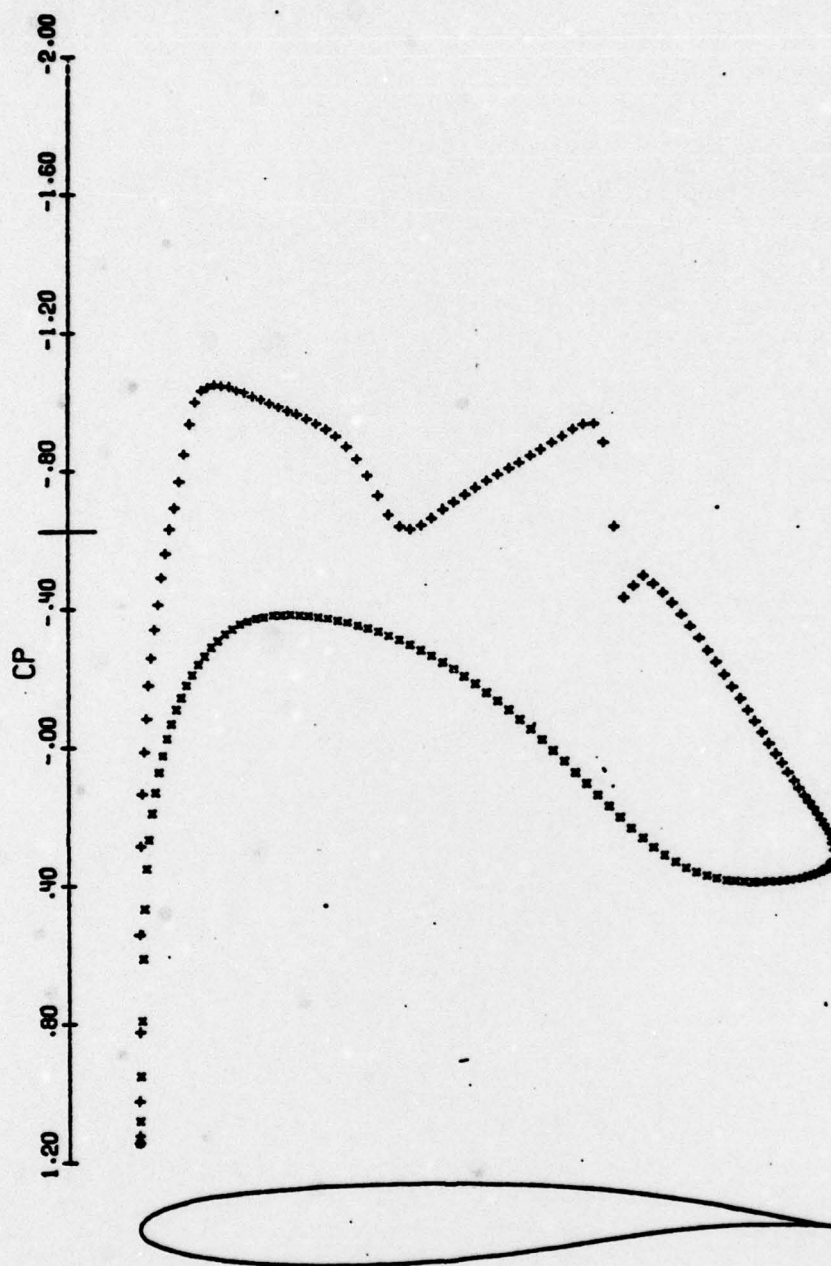
KORN AIRFOIL			
MACH	.740	ALPHA	0.000
CL	.5953	CD	.0005
GRID	192X32	NCYC	5
		CM	-.1429
		RES	.364E-05

Figure 3. Continued.



KORN AIRFOIL			
MACH	.740	ALPHA	0.000
CL	.5963	CD	.0005
GRID	192X32	NCYC	6
		CM	-.1431
		RES	.322E-05

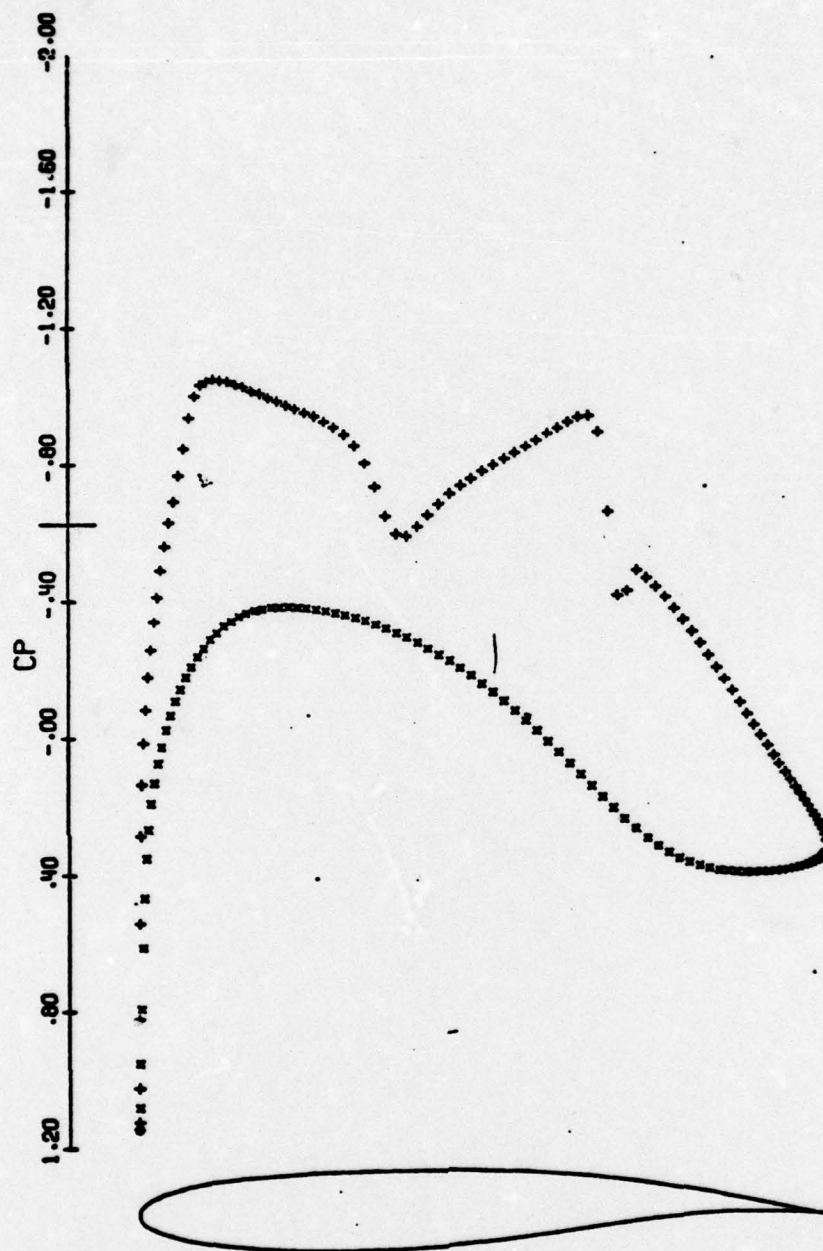
Figure 3. Continued.



KORN AIRFOIL			
MACH	.740	ALPHA	0.000
CL	.5976	CD	.0004
GR'D	192X32	NCYC	7
		CM	-.1434
		RES	.276E-05

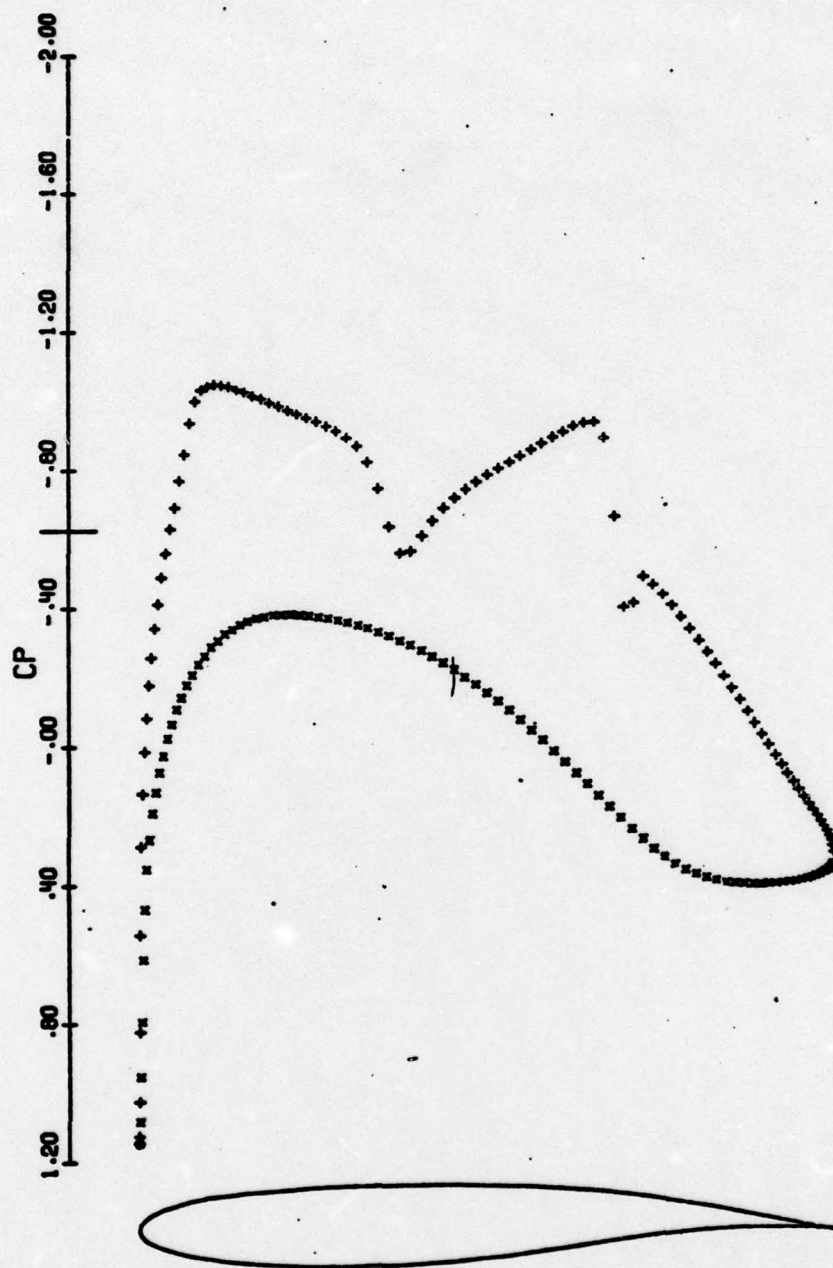
Figure 3. Continued.





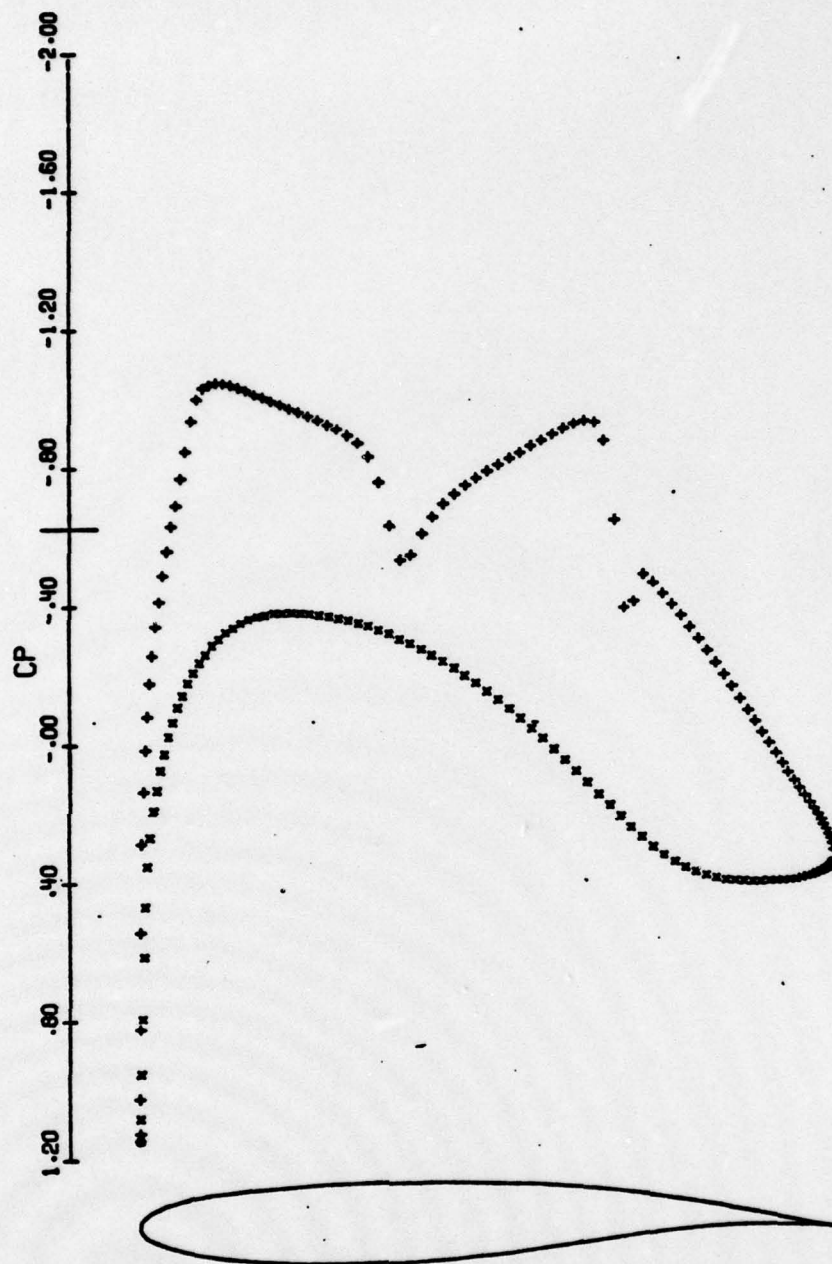
KORN AIRFOIL			
MACH	.740	ALPHA	0.000
CL	.5988	CD	.0004
GRID	192X32	CM	-.1435
		NCYC	8
		RES	.207E-05

Figure 3. Continued.



KORN AIRFOIL			
MACH	.740	ALPHA	0.000
CL	.5995	CD	.0004
GRID	192X32	NCYC	9
		CM	-.1436
		RES	.155E-05

Figure 3. Continued.



KORN AIRFOIL			
MACH	.740	ALPHA	0.000
CL	.5998	CD	.0003
GRID	192X32	NCYC	10
		CM	-.1436
		RES	.115E-05

Figure 3. Continued.



DISTRIBUTION LIST FOR UNCLASSIFIED  
TECHNICAL REPORTS AND REPRINTS ISSUED UNDER  
CONTRACT N00014-77-C-0032 TASK NR61-243

All addresses receive one copy unless otherwise specified

Technical Library  
Building 313  
Ballistic Research Laboratories  
Aberdeen Proving Ground, MD 21005

Dr. F. D. Bennett  
External Ballistic Laboratory  
Ballistic Research Laboratories  
Aberdeen Proving Ground, MD 21005

Mr. C. C. Hudson  
Sandia Corporation  
Sandia Base  
Albuquerque, NM 81115

Professor P. J. Roache  
Ecodynamics Research  
Associates, Inc.  
P. O. Box 8172  
Albuquerque, NM 87108

Dr. J. D. Shreve, Jr.  
Sandia Corporation  
Sandia Base  
Albuquerque, NM 81115

Defense Documentation Center  
Cameron Station, Building 5  
Alexandria, VA 22314 12 copies

Library  
Naval Academy  
Annapolis, MD 21402

Director, Tactical Technology Office  
Defense Advanced Research Projects  
Agency  
1400 Wilson Boulevard  
Arlington, VA 22209

Office of Naval Research  
Attn: Code 211  
800 N. Quincy Street  
Arlington, VA 22217

Office of Naval Research  
Attn: Code 438  
800 N. Quincy Street  
Arlington, VA 22217

Office of Naval Research  
Attn: Code 1021P (ONRL)  
800 N. Quincy Street  
Arlington, VA 22217 6 copies

Dr. J. L. Potter  
Deputy Director, Technology  
von Karman Gas Dynamics Facility  
Arnold Air Force Station, TN 37389

Professor J. C. Wu  
Georgia Institute of Technology  
School of Aerospace Engineering  
Atlanta, GA 30332

Library  
Aerojet-General Corporation  
6352 North Irwindale Avenue  
Azusa, CA 91702

NASA Scientific and Technical  
Information Facility  
P. O. Box 8757  
Baltimore/Washington International  
Airport, MD 21240

Dr. K. C. Wang  
Martin Marietta Corporation  
Martin Marietta Laboratories  
1450 South Rolling Road  
Baltimore, MD 21227

Dr. S. A. Berger  
University of California  
Department of Mechanical Engineering  
Berkeley, CA 94720

Professor A. J. Chorin  
University of California  
Department of Mathematics  
Berkeley, CA 94720

Professor M. Holt  
University of California  
Department of Mechanical Engineering  
Berkeley, CA 94720

Dr. H. R. Chaplin  
Code 1600  
David W. Taylor Naval Ship Research  
and Development Center  
Bethesda, MD 20084

Dr. Hans Lugt

Code 184

David W. Taylor Naval Ship Research  
and Development Center

Bethesda, MD 20084

Dr. Francois Frenkiel

Code 1802.2

David W. Taylor Naval Ship Research  
and Development Center

Bethesda, MD 20084

Dr. G. R. Inger

Department of Aerospace Engineering  
Virginia Polytechnic Institute and  
State University

Blacksburg, VA 24061

Professor A. H. Nayfeh

Department of Engineering Science  
Virginia Polytechnic Institute and  
State University

Blacksburg, VA 24061

Mr. A. Rubel

Research Department

Grumman Aerospace Corporation

Bethpage, NY 11714

Commanding Officer

Office of Naval Research Branch Office  
666 Summer Street, Bldg. 114, Section D  
Boston, MA 02210

Dr. G. Hall

State University of New York at Buffalo  
Faculty of Engineering and Applied  
Sciences

Fluid and Thermal Sciences Laboratory  
Buffalo, NY 14214

Dr. R. J. Vidal

CALSPAN Corporation

Aerodynamics Research Department

P. O. Box 235

Buffalo, NY 14221

Professor R. F. Probst

Department of Mechanical Engineering  
Massachusetts Institute of Technology  
Cambridge, MA 02139

Commanding Officer

Office of Naval Research Branch Office  
536 South Clark Street  
Chicago, IL 60605

Code 753

Naval Weapons Center

China Lake, CA 93555

Mr. J. Marshall

Code 4063

Naval Weapons Center

China Lake, CA 93555

Professor R. T. Davis

Department of Aerospace Engineering  
University of Cincinnati  
Cincinnati, OH 45221

Library MS 60-3

NASA Lewis Research Center

21000 Brookpark Road

Cleveland, OH 44135

Dr. J. D. Anderson, Jr.

Chairman, Department of Aerospace  
Engineering

College of Engineering

University of Maryland

College Park, MD 20742

Professor W. L. Melnik

Department of Aerospace Engineering  
University of Maryland

College Park, MD 20742

Professor O. Burggraf

Department of Aeronautical and  
Astronautical Engineering

Ohio State University

1314 Kinnear Road

Columbus, OH 43212

Technical Library

Naval Surface Weapons Center

Dahlgren Laboratory

Dahlgren, VA 22448

Dr. F. Moore

Naval Surface Weapons Center

Dahlgren Laboratory

Dahlgren, VA 22448

Technical Library 2-51131

LTV Aerospace Corporation

P. O. Box 5907

Dallas, TX 75222



Library, United Aircraft Corporation  
Research Laboratories  
Silver Lane  
East Hartford, CT 06108

Technical Library  
AVCO-Everett Research Laboratory  
2385 Revere Beach Parkway  
Everett, MA 02149

Professor G. Moretti  
Polytechnic Institute of New York  
Long Island Center  
Department of Aerospace Engineering  
and Applied Mechanics  
Route 110  
Farmingdale, NY 11735

Professor S. G. Rubin  
Polytechnic Institute of New York  
Long Island Center  
Department of Aerospace Engineering  
and Applied Mechanics  
Route 110  
Farmingdale, NY 11735

Dr. W. R. Briley  
Scientific Research Associates, Inc.  
P. O. Box 498  
Glastonbury, CT 06033

Professor P. Gordon  
Calumet Campus  
Department of Mathematics  
Purdue University  
Hammond, IN 46323

Library (MS 185)  
NASA Langley Research Center  
Langley Station  
Hampton, VA 23665

Professor A. Chapmann  
Chairman, Mechanical Engineering  
Department  
William M. Rice Institute  
Box 1892  
Houston, TX 77001

Technical Library  
Naval Ordnance Station  
Indian Head, MD 20640

Professor D. A. Caughey  
Sibley School of Mechanical and  
Aerospace Engineering  
Cornell University  
Ithaca, NY 14850

Professor E. L. Resler  
Sibley School of Mechanical and  
Aerospace Engineering  
Cornell University  
Ithaca, NY 14850

Professor S. F. Shen  
Sibley School of Mechanical and  
Aerospace Engineering  
Ithaca, NY 14850

Library  
Midwest Research Institute  
425 Volker Boulevard  
Kansas City, MO 64110

Dr. M. M. Hafez  
Flow Research, Inc.  
P. O. Box 5040  
Kent, WA 98031

Dr. E. M. Murman  
Flow Research, Inc.  
P. O. Box 5040  
Kent, WA 98031

Dr. S. A. Orszag  
Cambridge Hydrodynamics, Inc.  
54 Baskin Road  
Lexington, MA 02173

Dr. P. Bradshaw  
Imperial College of Science and  
Technology  
Department of Aeronautics  
Prince Consort Road  
London SW7 2BY, England

Professor T. Cebeci  
California State University,  
Long Beach  
Mechanical Engineering Department  
Long Beach, CA 90840

Mr. J. L. Hess  
Douglas Aircraft Company  
3855 Lakewood Boulevard  
Long Beach, CA 90808



Page 4

Dr. H. K. Cheng  
University of Southern California,  
University Park  
Department of Aerospace Engineering  
Los Angeles, CA 90007

Professor J. D. Cole  
Mechanics and Structures Department  
School of Engineering and Applied  
Science  
University of California  
Los Angeles, CA 90024

Engineering Library  
University of Southern California  
Box 77929  
Los Angeles, CA 90007

Dr. C. -M. Ho  
Department of Aerospace Engineering  
University of Southern California,  
University Park  
Los Angeles, CA 90007

Dr. T. D. Taylor  
The Aerospace Corporation  
P. O. Box 92957  
Los Angeles, CA 90009

Commanding Officer  
Naval Ordnance Station  
Louisville, KY 40214

Mr. B. H. Little, Jr.  
Lockheed-Georgia Company  
Department 72-74, Zone 369  
Marietta, GA 30061

Professor E. R. G. Eckert  
University of Minnesota  
241 Mechanical Engineering Building  
Minneapolis, MN 55455

Library  
Naval Postgraduate School  
Monterey, CA 93940

Supersonic-Gas Dynamics Research  
Laboratory  
Department of Mechanical Engineering  
McGill University  
Montreal 12, Quebec, Canada

Dr. S. S. Stahara  
Nielsen Engineering & Research, Inc.  
510 Clyde Avenue  
Mountain View, CA 94043

Engineering Societies Library  
345 East 47th Street  
New York, NY 10017

Professor A. Jameson  
New York University  
Courant Institute of Mathematical  
Sciences  
251 Mercer Street  
New York, NY 10012

Professor G. Miller  
Department of Applied Science  
New York University  
26-36 Stuyvesant Street  
New York, NY 10003

Office of Naval Research  
New York Area Office  
715 Broadway - 5th Floor  
New York, NY 10003

Dr. A. Vaglio-Laurin  
Department of Applied Science  
26-36 Stuyvesant Street  
New York University  
New York, NY 10003

Professor H. E. Rauch  
Ph.D. Program in Mathematics  
The Graduate School and University  
Center of the City University of  
New York  
33 West 42nd Street  
New York, NY 10036

Librarian, Aeronautical Library  
National Research Council  
Montreal Road  
Ottawa 7, Canada

Lockheed Missiles and Space Company  
Technical Information Center  
3251 Hanover Street  
Palo Alto, CA 94304

Commanding Officer  
Office of Naval Research Branch Office  
1030 East Green Street  
Pasadena, CA 91106

California Institute of Technology  
Engineering Division  
Pasadena, CA 91109

Library  
Jet Propulsion Laboratory  
4800 Oak Grove Drive  
Pasadena, CA 91103

Professor H. Liepmann  
Department of Aeronautics  
California Institute of Technology  
Pasadena, CA 91109

Mr. L. I. Chasen, MGR-MSD Lib.  
General Electric Company  
Missile and Space Division  
P. O. Box 8555  
Philadelphia, PA 19101

Mr. P. Dodge  
Airesearch Manufacturing Company  
of Arizona  
Division of Garrett Corporation  
402 South 36th Street  
Phoenix, AZ 85010

Technical Library  
Naval Missile Center  
Point Mugu, CA 93042

Professor S. Bogdonoff  
Gas Dynamics Laboratory  
Department of Aerospace and  
Mechanical Sciences  
Princeton University  
Princeton, NJ 08540

Professor S. I. Cheng  
Department of Aerospace and  
Mechanical Sciences  
Princeton University  
Princeton, NJ 08540

Dr. J. E. Yates  
Aeronautical Research Associates  
of Princeton, Inc.  
50 Washington Road  
Princeton, NJ 08540

Professor L. Sirovich  
Division of Applied Mathematics  
Brown University  
Providence, RI 02912

Dr. P. K. Dai (RI/2178)  
TRW Systems Group, Inc.  
One Space Park  
Redondo Beach, CA 90278

Redstone Scientific Information Center  
Chief, Document Section  
Army Missile Command  
Redstone Arsenal, AL 35809

U.S. Army Research Office  
P. O. Box 12211  
Research Triangle, NC 27709

Editor, Applied Mechanics Review  
Southwest Research Institute  
8500 Culebra Road  
San Antonio, TX 78228

Library and Information Services  
General Dynamics-CONVAIR  
P. O. Box 1128  
San Diego, CA 92112

Dr. R. Magnus  
General Dynamics-CONVAIR  
Kearny Mesa Plant  
P. O. Box 80847  
San Diego, CA 92138

Mr. T. Brundage  
Defense Advanced Research Projects  
Agency  
Research and Development Field Unit  
APO 146, Box 271  
San Francisco, CA 96246

Office of Naval Research  
San Francisco Area Office  
One Hallidie Plaza, Suite 601  
San Francisco, CA 94102

Library  
The RAND Corporation  
1700 Main Street  
Santa Monica, CA 90401



Dr. P. E. Rubbert  
Boeing Aerospace Company  
Boeing Military Airplane Development  
Organization  
P. O. Box 3707  
Seattle, WA 98124

Dr. H. Yoshihara  
Boeing Aerospace Company  
P. O. Box 3999  
Mail Stop 41-18  
Seattle, WA 98124

Mr. R. Feldhuhn  
Naval Surface Weapons Center  
White Oak Laboratory  
Silver Spring, MD 20910

Librarian  
Naval Surface Weapons Center  
White Oak Laboratory  
Silver Spring, MD 20910

Dr. J. M. Solomon  
Naval Surface Weapons Center  
White Oak Laboratory  
Silver Spring, MD 20910

Professor J. H. Ferziger  
Department of Mechanical Engineering  
Stanford University  
Stanford, CA 94305

Professor K. Karamcheti  
Department of Aeronautics and  
Astronautics  
Stanford University  
Stanford, CA 94305

Professor M. van Dyke  
Department of Aeronautics and  
Astronautics  
Stanford University  
Stanford, CA 94305

Professor O. Bunemann  
Institute for Plasma Research  
Stanford University  
Stanford, CA 94305

Engineering Library  
McDonnell Douglas Corporation  
Department 218, Building 101  
P. O. Box 516  
St. Louis, MO 63166

Dr. R. J. Hakkinen  
McDonnell Douglas Corporation  
Department 222  
P. O. Box 516  
St. Louis, MO 63166

Dr. R. P. Heinisch  
Honeywell, Inc.  
Systems and Research Division -  
Aerospace Defense Group  
2345 Walnut Street  
St. Paul, MN 55113

Dr. N. Malmuth  
Rockwell International Science Center  
1049 Camino Dos Rios  
P. O. Box 1085  
Thousand Oaks, CA 91360

Library  
Institute of Aerospace Studies  
University of Toronto  
Toronto 5, Canada

Professor W. R. Sears  
Aerospace and Mechanical Engineering  
University of Arizona  
Tucson, AZ 85721

Professor A. R. Seebass  
Department of Aerospace and Mechanical  
Engineering  
University of Arizona  
Tucson, AZ 85721

Dr. K. T. Yen  
Code 3015  
Naval Air Development Center  
Warminster, PA 18974

Air Force Office of Scientific Research  
(SREM)  
Building 1410, Bolling AFB  
Washington, DC 20332

Chief of Research and Development  
Office of Chief of Staff  
Department of the Army  
Washington, DC 20310

Library of Congress  
Science and Technology Division  
Washington, DC 20540



Page 7

Director of Research (Code RR)  
National Aeronautics and Space  
Administration  
600 Independence Avenue, SW  
Washington, DC 20546

Library  
National Bureau of Standards  
Washington, DC 20234

National Science Foundation  
Engineering Division  
1800 G Street, NW  
Washington, DC 20550

Mr. W. Koven  
AIR 03E  
Naval Air Systems Command  
Washington, DC 20361

Mr. R. Siewert  
AIR 320D  
Naval Air Systems Command  
Washington, DC 20361

Technical Library Division  
AIR 604  
Naval Air Systems Command  
Washington, DC 20361

Code 2627  
Naval Research Laboratory  
Washington, DC 20375

SEA 03512  
Naval Sea Systems Command  
Washington, DC 20362

SEA 09G3  
Naval Sea Systems Command  
Washington, DC 20362

Dr. A. L. Slafkosky  
Scientific Advisor  
Commandant of the Marine Corps  
(Code AX)  
Washington, DC 20380

Director  
Weapons Systems Evaluation Group  
Washington, DC 20305

Chief of Aerodynamics  
AVCO Corporation  
Missile Systems Division  
201 Lowell Street  
Wilmington, MA 01887

Research Library  
AVCO Corporation  
Missile Systems Division  
201 Lowell Street  
Wilmington, MA 01887

AFAPL (APRC)  
AB  
Wright Patterson, AFB, OH 45433

Dr. Donald J. Harney  
AFFDL/FX  
Wright Patterson AFB, OH 45433